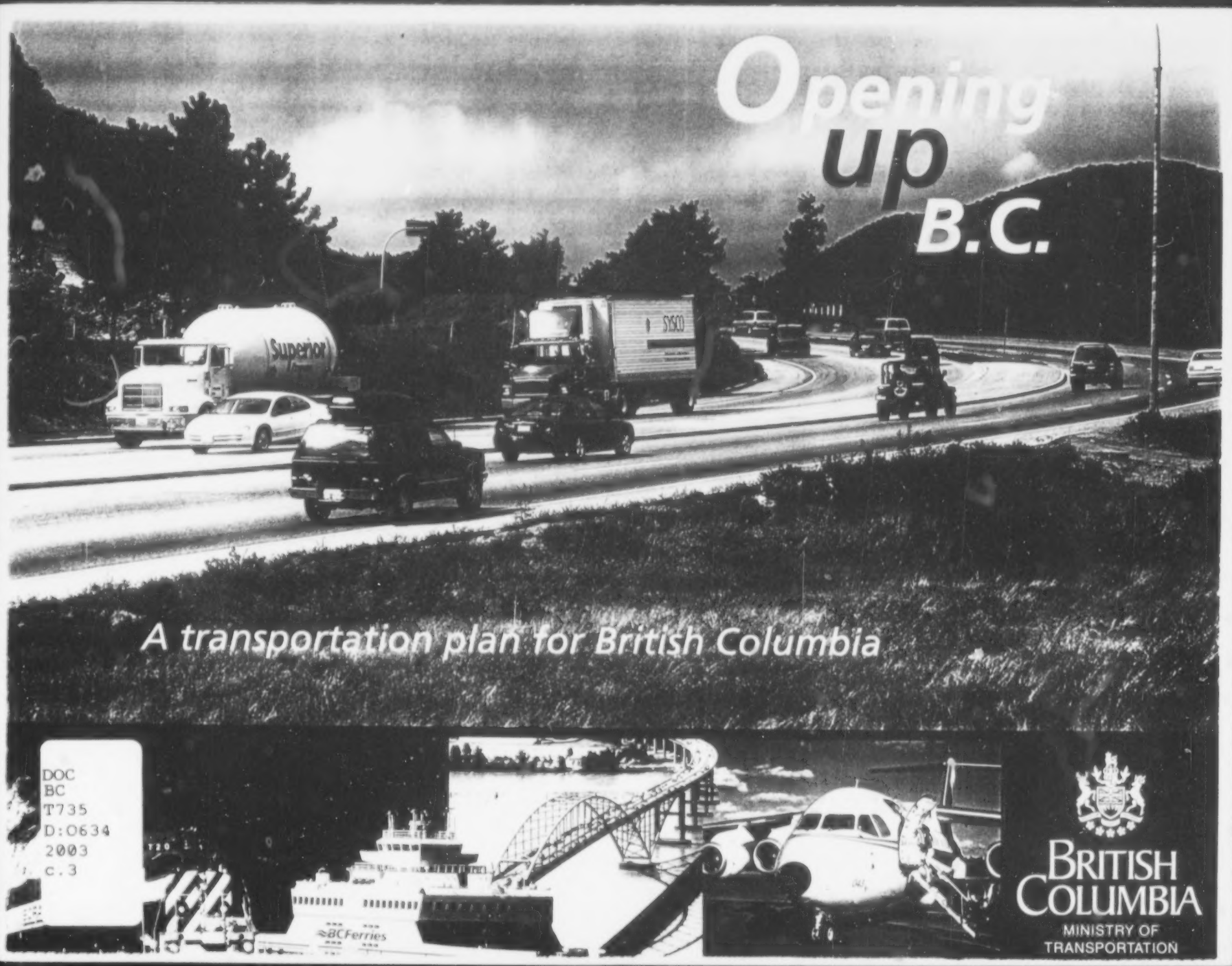

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A Transportation Plan to Open Up B.C.

The B.C. government has committed to a significant, province wide program of transportation investment and revitalization. This commitment is driven and guided by the need to:

- Improve safety and reliability for travellers and businesses.
- Expand B.C. as Canada's trade gateway to the world, through improved ports, airports and border crossings.
- Revitalize B.C.'s economy through a more efficient, cost-effective and competitive t..nsportation system.
- Support B.C.'s communities and their resource industries, tourism and businesses.
- Free up the movement of goods in B.C.
- Expand our transportation infrastructure to meet the needs of a growing population.
- Provide needed investment with no new public debt.

CHEAKAMUS CANYON: Railways are part of a transportation network that helps B.C. export $30 billion in goods each year.

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Why Transportation Infrastructure Is Vital

New jobs and investment depend on revitalized transportation.

B.C.'s transportation network sustains 44 per cent of the province's gross domestic product and supports almost one million jobs directly and indirectly. Maintaining and expanding this network is crucial to increasing investment and jobs in B.C.

Transportation is vital to strong resource and tourism industries

An expanded, well-maintained provincial highway system and improved rail service will help resource industries move their products to market more efficiently.

For coastal communities, revitalized and improved ferry service and strategic investments in B.C. ports will fuel new economic opportunities. In Interior communities, improved and expanded regional airports will improve access for local and international tourists.

Transportation makes B.C. a gateway to world markets

To grow as a gateway – to the U.S., Asian markets and the rest of Canada – B.C. must meet the transportation needs of both business and a growing population.

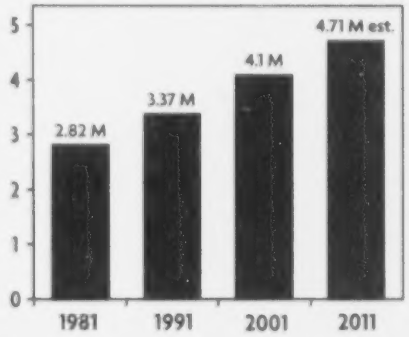
Our goal is an integrated transportation system that moves goods, services and people safely, quickly and economically.

HIGHWAY 1 NEAR DUNCAN: Nearly one million B.C. jobs depend on our transportation network.

Demand on our transportation network is growing

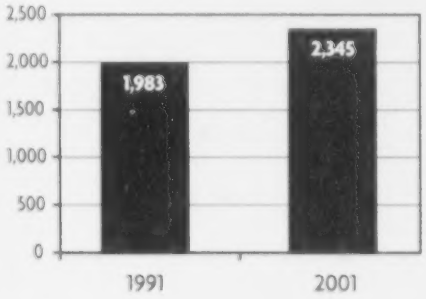
B.C.'s Population - Up 22% in a Decade

(millions)



B.C. Traffic - Up 18% in a Decade

(thousands of licensed vehicles)



Why B.C. Needs to Invest Now

A vibrant, strong transportation system is vital to economic growth.

B.C. exports more than $30 billion in goods each year – all of which depend on our transportation network. But we face a number of challenges.

Challenge: Border delays

Delays at our border crossings now cost B.C. truckers an estimated $60 million a year. This means lost opportunities for producers, higher costs for consumers, and fewer job opportunities.

Challenge: More people on our roads

B.C.'s population has grown 21 per cent in the past decade – from 3.3 million to four million – and is forecast to gain another 620,000 people by 2010. Tourism, which grew 15 per cent between 1994 and 2000, has placed further demands on our existing transportation network.

Challenge: Traffic congestion and gridlock

In the last five years, traffic has increased 14 per cent in Greater Vancouver and seven per cent in the central Okanagan – but the highway capacities in these regions have not changed.

> ***FACT:***
> In the Lower Mainland alone, traffic congestion now costs our economy as much as $1.5 billion a year. It also lengthens commuting times, increases energy consumption and reduces air quality. It weakens our competitive position.

Challenge: Roads are aging – the maintenance deficit

Throughout the 1990s, investment in rehabilitating B.C.'s roads was substantially reduced. Our roads aged and carried rapidly increasing amounts of traffic.

The neglect of timely maintenance is costly. B.C. has almost 42,000 kilometres of provincial roads and 2,750 bridges, tunnels and snowsheds.

A decade of neglect has left B.C. with deteriorating infrastructure and bottlenecks that impact public safety and undermine our economic competitiveness.

We must act now. Delay is costly. The longer we wait to carry out necessary maintenance and rehabilitation of our infrastructure, the more expensive it becomes.

> ***FACT:***
> It costs $65,000 to re-surface one kilometre of highway after 12 years of use – but the cost rises to $400,000 if the same stretch is left for just eight more years.

Challenge: Reducing our dependence on our children

The old model of paying for improvements with public debt is no longer sustainable. B.C.'s debt doubled in the 1990s. Interest costs on the debt are now the third greatest expense to government after health and education. They now exceed $2.6 billion a year.

> ***FACT:***
> Interest costs on B.C.'s debt will account for enough money to fund the total combined budgets of 13 ministries in 2003-04.

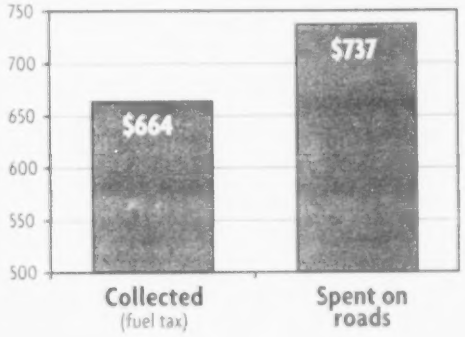
We should not force the costs of our neglect on our children. Our obligation is to get the best value for each dollar we spend and to try to reduce our dependence on our children's future earnings.

OLD PRINCE GEORGE HIGHWAY (NEAR HIGHWAY 97): B.C.'s transportation plan will reverse a decade of deteriorating road conditions.

A Plan to Fund Transportation Improvements

B.C. Spends More Than It Collects in Fuel Tax

$ in millions - 2002/2003



B.C. is now the only province in Canada to dedicate fuel-tax revenue to transportation improvements.

Responsible, innovative financing options

Clearly, government cannot meet all of B.C.'s transportation needs using only public funds, without new funding approaches like:

- Dedicated fuel-tax revenue.
- New federal resources.
- Innovative partnerships.

It's time to stop asking our children to pay for what we need. It's time to pay as we go.

New transportation improvements without new borrowing

As was the case with our parents, government believes in taking a pay-as-we-go approach to new transportation investments.

Government's Plan Will:

- Directly invest $1.1 billion, including $828 million for Heartlands roads over the next three years.
- Leverage an additional $1.7 billion in investment from federal, private and other partners over three years.

Dedicating new fuel-tax revenue to transportation improvements

Dedicating revenue from fuel tax will help ensure that those who use and depend on our transportation system share in the cost of improving and maintaining it.

This year's 3.5-cents-per-litre increase in fuel tax will generate $650 million over three years – all of which government has committed to priority transportation projects.

FACT:
B.C. spends more each year on transportation than it collects in provincial fuel taxes.

Securing federal resources

The federal government received $795 million in fuel tax from B.C. in 2002-03. The province is committed to retrieving more of those dollars to improve B.C.'s road system.

Since committing to renewing the Canada-B.C. Partnership, the province has aggressively pursued cost-shared funding from the federal government for transportation priorities. The result to date: $225 million in new federal funding for B.C. roads and border crossings.

Harnessing private-sector expertise

When appropriate, government will enter into arrangements with private-sector partners to build, operate and maintain new or expanded infrastructure. This will build on B.C.'s history of involving the private sector in highway maintenance and designing and building new infrastructure.

In every case, government's top priority will be protecting the public interest and safety while getting the greatest value for B.C. taxpayers and the travelling public.

Potential Partnership Benefits:

- Use tax dollars more efficiently.
- Reduce debt-financing costs.
- Shift construction risks from taxpayers to the private sector.
- Increase the number of projects for immediate construction.
- Encourage innovative design and construction.
- Complete projects faster.
- Improve use of land and other assets.

New regional transportation advisory committees to guide future planning

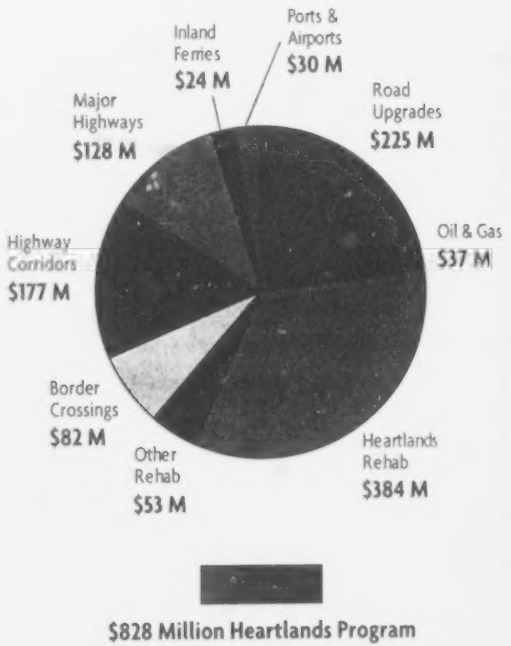
The government wants regions to set transportation priorities, so it has established eight regional transportation advisory committees.

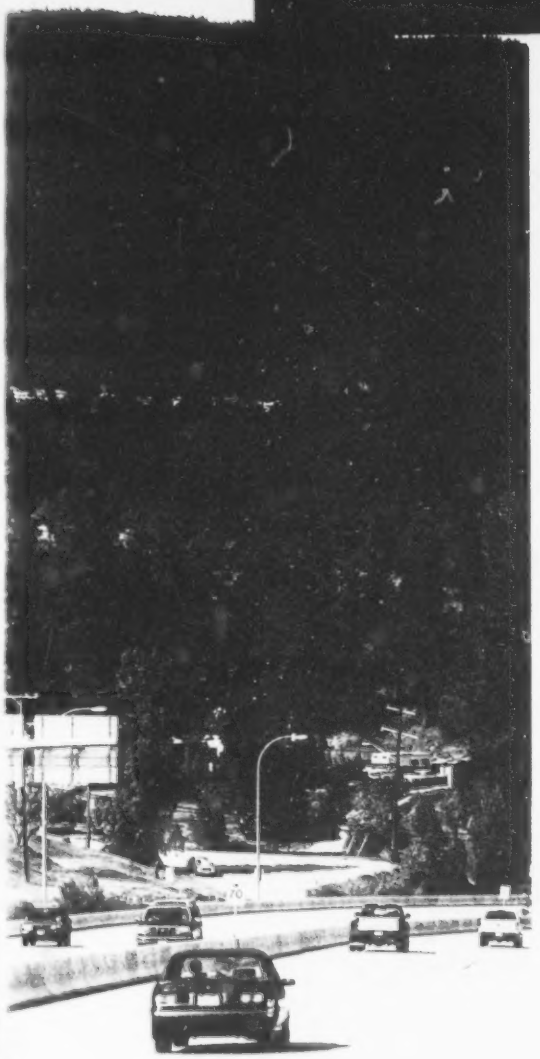
These committees will identify regional transportation needs and advise the Minister of Transportation on regional priorities.

The regional insight these committees provide will help the province to target project funding and maximize its benefits across the province.

$1.1 Billion in Direct Provincial Investment to Open Up B.C.'s Transportation Network

($ in millions)


Inland Ferries $24 M
Ports & Airports $30 M
Major Highways $128 M
Road Upgrades $225 M
Oil & Gas $37 M
Highway Corridors $177 M
Border Crossings $82 M
Other Rehab $53 M
Heartlands Rehab $384 M
$828 Million Heartlands Program



Safeguarding the public interest with fair and reasonable tolling guidelines

Government has introduced a comprehensive set of principles to ensure any new tolling in B.C. serves – first and foremost – the interests of British Columbians and their communities.

A full copy of the government's tolling policy is available at **www.th.gov.bc.ca/tolling** online.

HIGHWAY 97, OUTSIDE WESTBANK: Under the government's tolling guidelines, small improvements to existing highways like this will not be subject to tolling.

B.C. Tolling Principles:

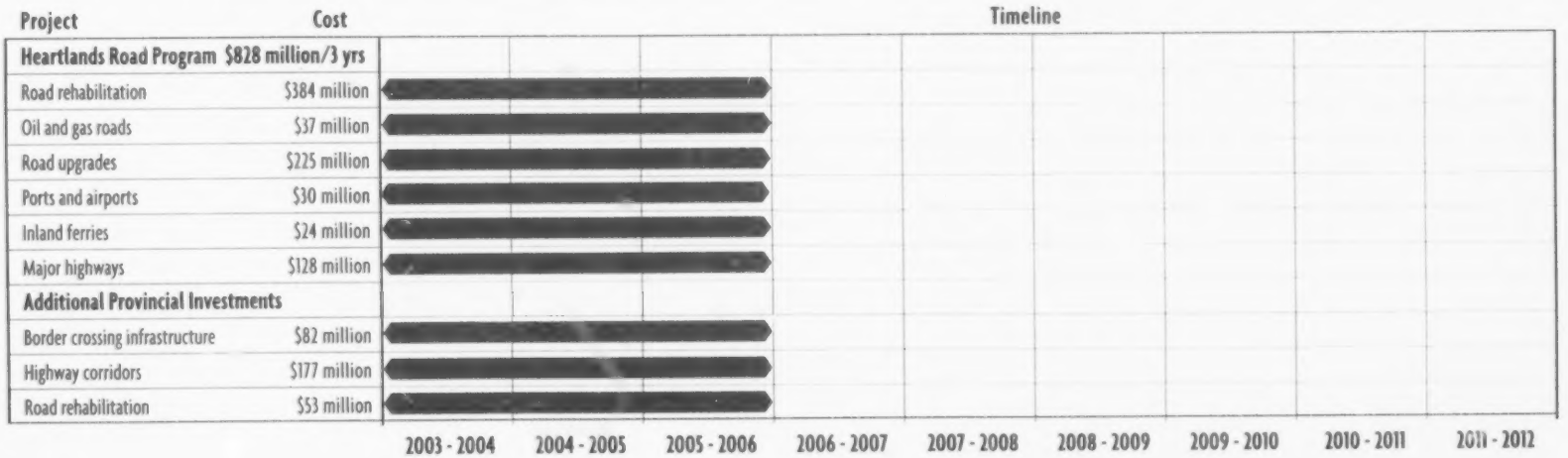
- Only major projects that result in significant increases in capacity will be subject to tolling.
- Tolls will be implemented only if there are clear and demonstrable net benefits for the users of the new or improved transportation facilities.
- Tolls will be implemented only if a reasonable untolled alternative is available.
- The level of tolls and limits on the amount and frequency of increases will be established in advance.
- Public consultation will occur in all cases where new tolls are considered.
- The public will have the same rights to access tolled highways as non-tolled highways.
- Tolls will be used to generate revenue for transportation projects and provide a return on the investment of private-sector partners.
- The same maintenance, safety and other standards, and rules of the road will apply to tolled highways as to non-tolled highways.
- The privacy of personal information used to levy and collect tolls will be protected.
- A fair and expeditious process will be available for resolving toll disputes.
- The consequences of failing to pay tolls will be fair and reasonable.

A Comprehensive Plan to Improve B.C.'s Transportation Network

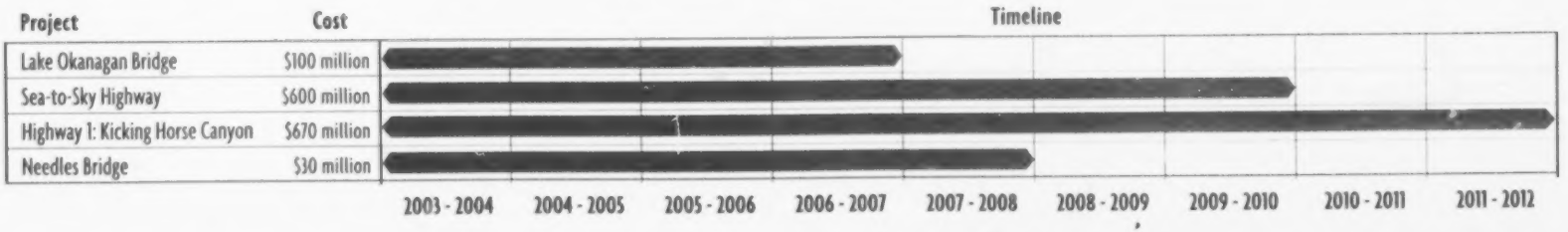
Many priority transportation projects the province is funding are now underway and will be completed within three years.

Other major projects – some of which involve funding partners and extensive planning – will take several years to complete.

$1.1 Billion in Direct Provincial Transportation Investments Over Three Years

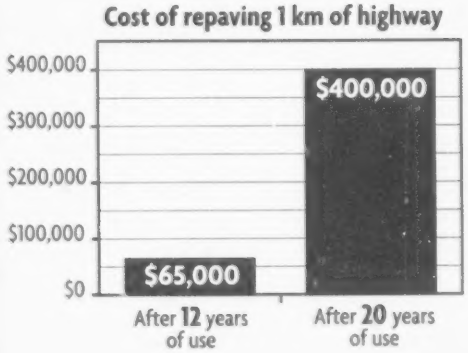


Additional Longer-Term Partnership Projects



New Economic Opportunities with Better Transportation

Timely Maintenance Saves Tax Dollars



Benefit: New jobs and investment

It's estimated that our government's transportation plan will create 17,500 direct person-years of employment in construction and operations jobs alone – not to mention new jobs resulting from increased economic growth.

> ***FACT:***
> Every year, $81 billion worth of goods moves on B.C.'s highways and through our international airports, international seaports and border crossings.

As the plan progresses, it will provide the infrastructure needed to support increased trade, improved access to resources, expanded tourism and new business development.

Benefit: Freer, safer movement of goods

By helping to reduce congestion and make major roadways safer, the plan will improve quality of life by safely connecting people to valuable services. It will reduce costs for consumers and improve our competitiveness.

Benefit: Better infrastructure now

Dedicated fuel-tax revenues will fund overdue priority improvements to key highway corridors, while new partnerships with the federal government and others will support major capital investments and rehabilitation projects and help improve maintenance services.

Benefit: Responsible financial management

By expanding public infrastructure while honouring the government's balanced budget commitment, the province's plan will protect taxpayers' resources and help to support other vital public services.

The Heartlands Transportation Strategy

B.C.'s Heartlands and resource communities are the economic engine of the B.C. economy.

Geography and distance make a reliable transportation system especially important to B.C. Heartlands communities.

A decade of neglect reduced the percentage of Heartlands side roads that are rated in good condition to 34 per cent today from an estimated 66 per cent 10 years ago.

B.C. must invest in the network that provides access to resources, supports industry and investment, and helps new sectors like adventure tourism to grow. The province's three-year investment plan will increase the percentage of Heartlands side roads rated in good condition to 43 per cent.

The Heartlands:

- Encompass 99 per cent of B.C.'s land mass, with 72 per cent of its roads.
- Home to more than 40 per cent of B.C.'s population.
- Contribute three times as much, per capita, as the Lower Mainland and Victoria do to B.C.'s exports.

Opening up heartlands roads

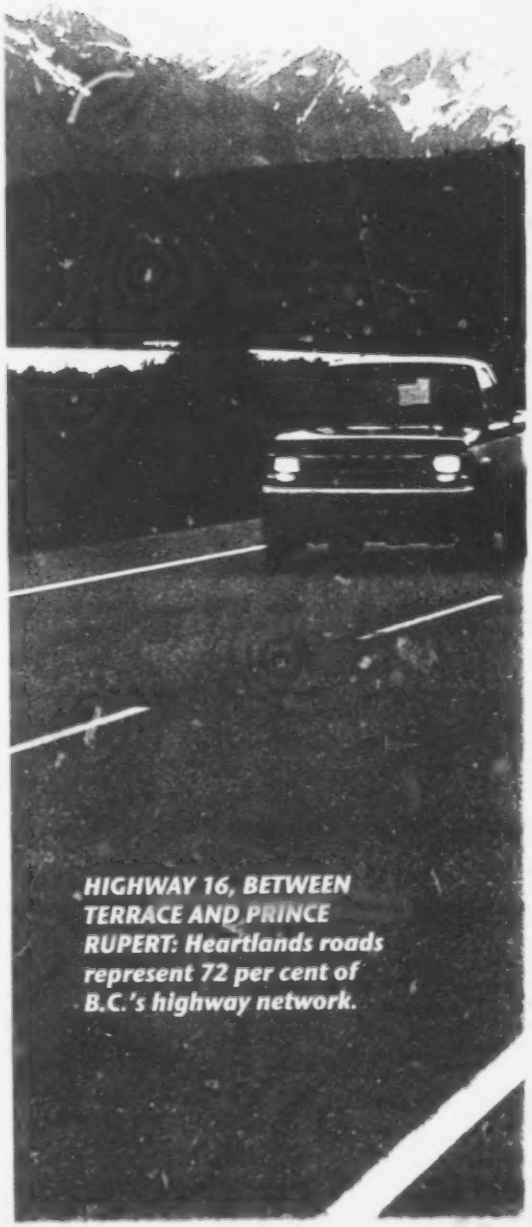
The government is investing $1.1 billion to improve transportation infrastructure over the next three years. Most of that investment – $828 million – will go to improve Heartlands transportation alone, including:

- $384 million for rehabilitation.
- $224 million for rural side roads.
- $37 million for roads to support the oil and gas industry.

Improving B.C.'s vital highway corridors

Of the $1.1 billion in direct provincial investment throughout B.C., $652 million is for Heartlands highway corridors:

- Highway 1: $249 million
- Highway 3: $61 million
- Highway 4: $5 million
- Highway 5: $16 million
- Highway 16: $42 million
- Highway 1/19: $21 million
- Highway 20: $10 million
- Highway 37: $44 million
- Highway 97: $201 million
- Highway 93/95: $3 million



HIGHWAY 16, BETWEEN TERRACE AND PRINCE RUPERT: Heartlands roads represent 72 per cent of B.C.'s highway network.

Revitalizing Heartlands Corridors

Government is dedicating $652 million to Heartlands corridors

Highway 1 Projects

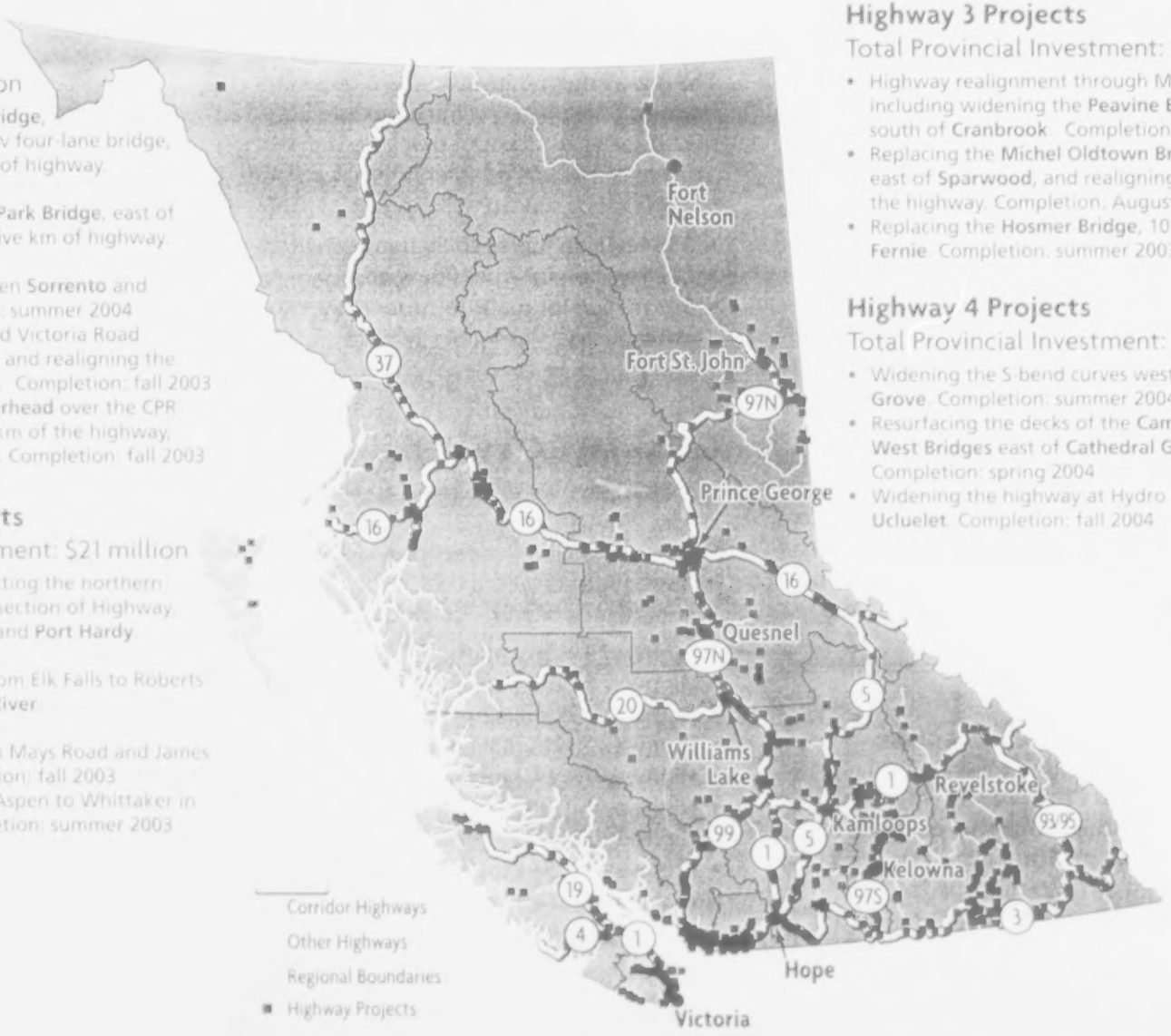
Total Provincial Investment: $249 million

- Replacing the **Five Mile Bridge**, east of **Golden**, with a new four-lane bridge, and four-laning three km of highway. Completion: fall 2006
- Building a new four-lane **Park Bridge**, east of **Golden**, and four-laning five km of highway. Completion: end of 2007
- Four-laning 4.2 km between **Sorrento** and **Salmon Arm**. Completion: summer 2004
- Four-laning Highway 1 and Victoria Road intersection in **Revelstoke** and realigning the Highway 23N intersection. Completion: fall 2003
- Replacing the **Woods Overhead** over the CPR mainline, realigning two km of the highway, 18 km west of **Revelstoke**. Completion: fall 2003

Highway 1/19 Projects

Total Provincial Investment: $21 million

- Realigning and reconstructing the northern six km of the Misty Lakes section of Highway 19 between **Port McNeill** and **Port Hardy**. Completion: fall 2004
- Upgrading Highway 19 from Elk Falls to Roberts Lake, north of **Campbell River**. Completion: fall 2003
- Improving safety between Mays Road and James Road in **Duncan**. Completion: fall 2003
- Resurfacing 6.3 km from Aspen to Whittaker in the **Malahat** area. Completion: summer 2003



Highway 3 Projects

Total Provincial Investment: $61 million

- Highway realignment through Moyie Bluffs, including widening the **Peavine Bridge**, 25 km south of **Cranbrook**. Completion: July 2003
- Replacing the **Michel Oldtown Bridge**, six km east of **Sparwood**, and realigning 1.5 km of the highway. Completion: August 2004
- Replacing the **Hosmer Bridge**, 10 km east of **Fernie**. Completion: summer 2003

Highway 4 Projects

Total Provincial Investment: $5 million

- Widening the S-bend curves west of **Cathedral Grove**. Completion: summer 2004
- Resurfacing the decks of the **Cameron East** and **West Bridges** east of **Cathedral Grove Park**. Completion: spring 2004
- Widening the highway at Hydro Hill east of **Ucluelet**. Completion: fall 2004

Revitalizing Heartlands Corridors

Government is dedicating $652 million to Heartlands corridors

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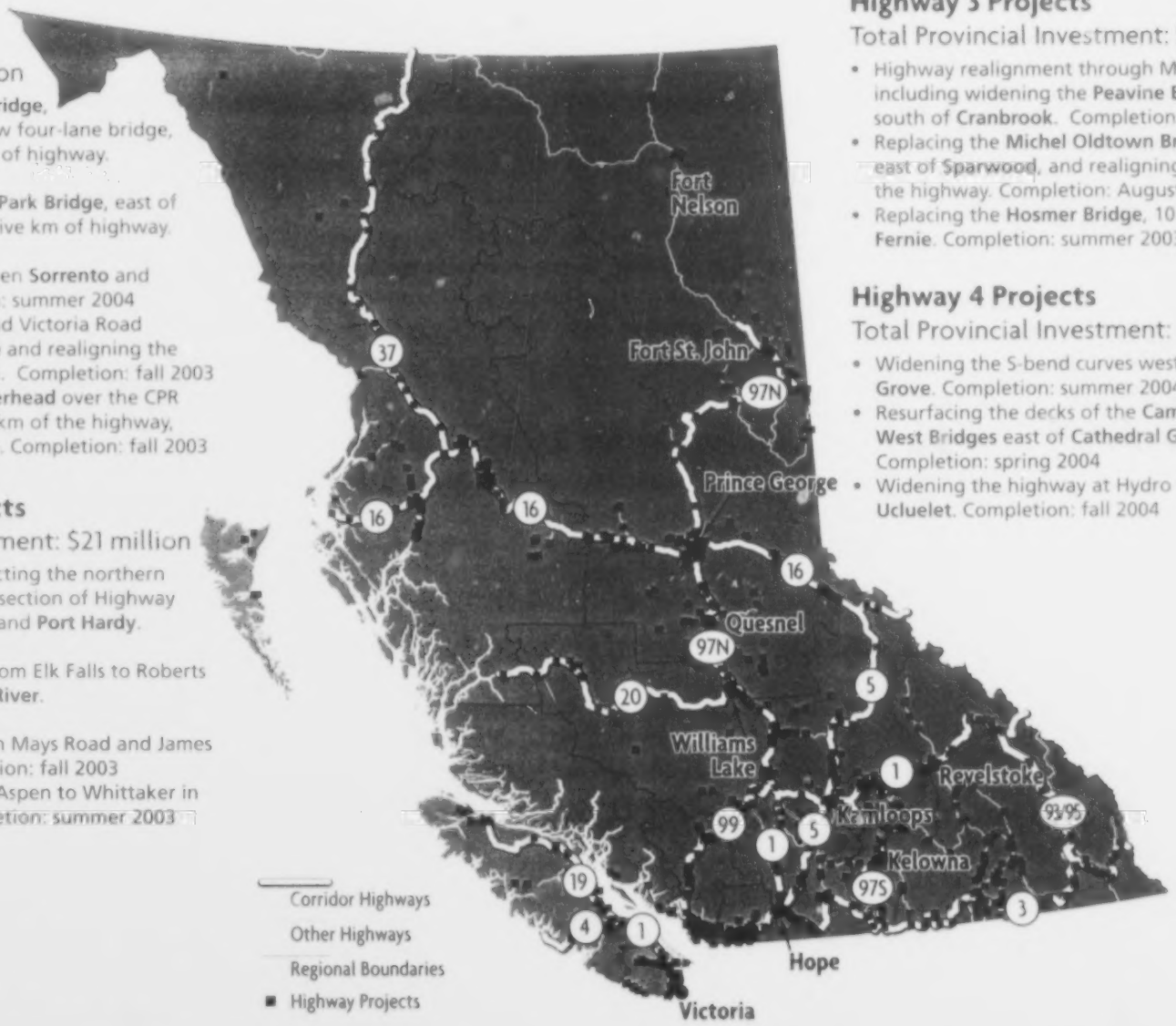

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- Widening the S-bend curves west of **Cathedral Grove**. Completion: summer 2004
- Resurfacing the decks of the **Cameron East** and **West Bridges** east of **Cathedral Grove Park**. Completion: spring 2004
- Widening the highway at Hydro Hill east of **Ucluelet**. Completion: fall 2004

over the next three years. Key corridor investments and projects include:

Highway 5 Projects

Total Provincial Investment: $16 million

- Realigning a 1.6-km section of Highway 5 at Preacher Hill, 74 km north of **Kamloops**. Completion: fall 2004
- Rehabilitating the Brodie East and West bridges, the Kingsvale West Bridge and the Kingsvale West Overpass on the **Coquihalla Highway** south of **Merritt**. Completion: August 2003

Highway 16 Projects

Total Provincial Investment: $42 million

- Resurfacing a 41-km section between the **Tintagel** rest area and the **Endako Overhead**, 17 km west of **Fraser Lake**. Completion: summer 2003
- Resurfacing 28 km of highway beginning 20 km west of **Vanderhoof** to the **Blackwater Road** junction, six km east of Vanderhoof. Completion: summer 2003
- Realigning the highway from **Andimaul Creek** to **Shandilla Creek**, **Kitwanga**. Completion: fall 2004
- Upgrading the intersections with Lund, Jardine and Meier roads in the **Cluculz Lake** area, 30 km east of **Vanderhoof**. Completion: fall 2003

Highway 20 Projects

Total Provincial Investment: $10 million

- Widening a section of Highway 20 on the **Bella Coola Hill**. Completion: summer 2003
- Realigning and reconstructing 3.5 km of Highway 20 between **Green River** and the **Bella Coola Hill**. Completion: fall 2003

Highway 37 Projects

Total Provincial Investment: $44 million

- Upgrading 18 km of gravel highway to a hard surface between **Burrage** and **Willow Creek**, 80 km south of **Dease Lake**. Completion: summer 2004
- Resurfacing 21 km from the Nass River Bridge to Meziadin Junction 37A/Hanna Creek North, 157 km north of **Kitwanga**. Completion: fall 2003
- Resurfacing 33 km from **Bell 1** to **Deltaic Creek**, 250 km north of **Kitwanga**. Completion: fall 2003
- Replacing the **Todagin Bridge**, 90 km south of **Dease Lake**. Completion: fall 2003
- Resurfacing 31 km from **Kitimat** to **Onion Lake Road**. Completion: summer 2003

Highway 93/95 Projects

Total Provincial Investment: $3 million

- Resurfacing 42 km of the highway from **Canal Flats** to **Invermere**. Completion: summer 2003
- Upgrading the railway crossing at **Canal Flats**. Completion: summer 2003

Highway 97N Projects

Total Provincial Investment: $54 million

- Realigning the highway through South Peace Hill, south of **Taylor**. Completion: end of 2003
- Replacing the **Cottonwood Bridge**, 15 km north of **Quesnel**. Completion: December 2004
- Resurfacing 53 km from **East Pine** to **Arras**, 43 km southeast of **Dawson Creek**. Completion: end of 2003
- Design for the future four-lane expansion of sections of Highway 97 in **Fort St. John**. Design completion: 2003

Highway 97S Projects

Total Provincial Investment: $147 million

- Constructing an interchange to replace the congested intersection at the Highway 97/97A north of **Vernon**, widening 4.6 km of Highway 97A from two lanes to four lanes and constructing 5.1 km of service roads. Completion: fall 2004
- Four-laning a five-km section of two-lane highway between **Peachland** and **Summerland**. Completion: end of 2004
- Resurfacing 27 km from **Pinaus Lake Road** to **Hanna Road**, **Westwold**. Completion: summer 2003

Peace River Region

Total Provincial Investment Over Three Years: $153 million

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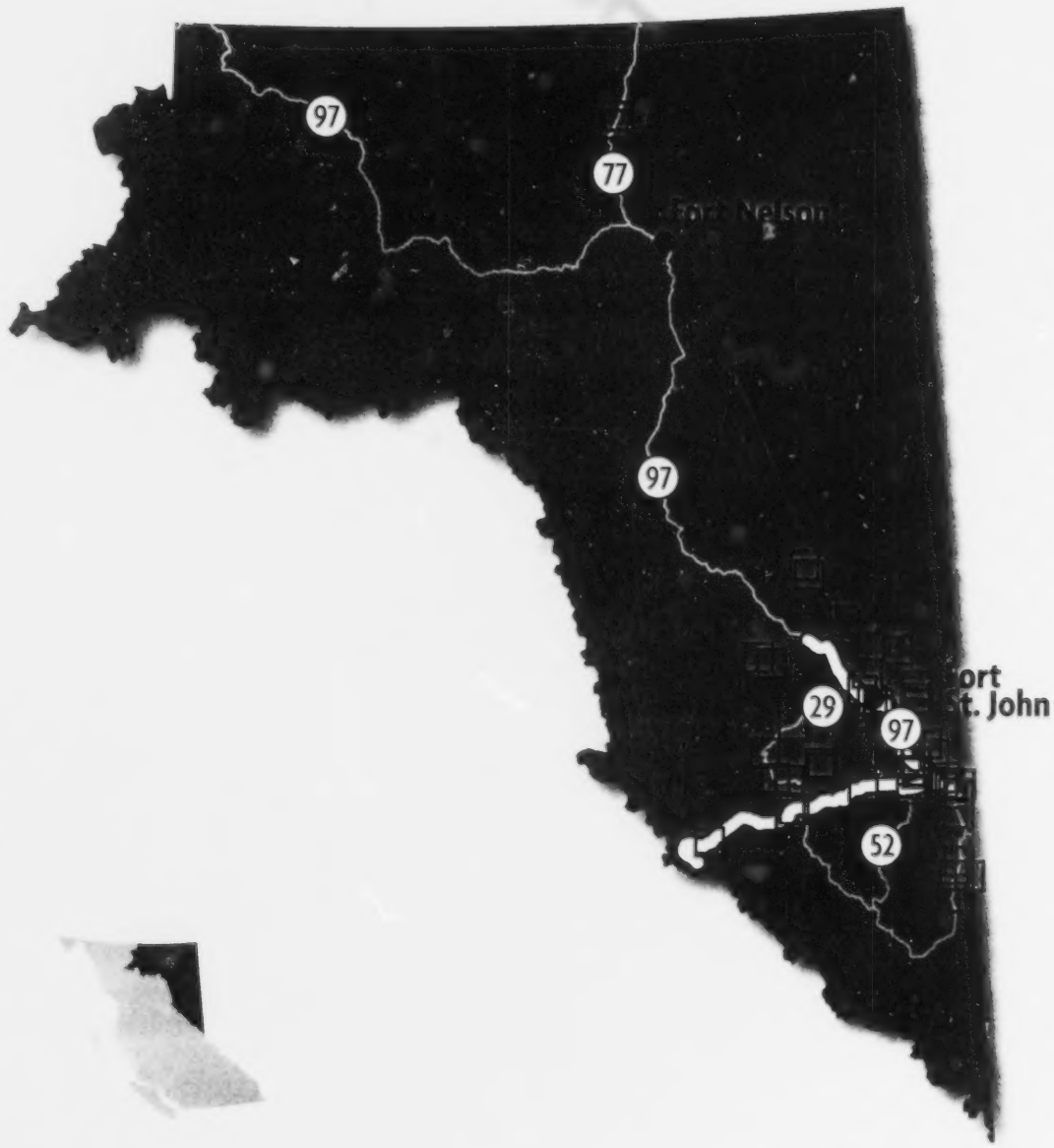
Investments in northeastern British Columbia will support the growing oil and gas industry, rehabilitate and improve Highway 97 as a key north-south corridor, and widen and upgrade key provincial roads in Heartlands communities. Major projects include:

- Provincial investment of $37 million in reliable roads to support B.C.'s growing **oil and gas** industry.
- Realigning Highway 97 through **South Peace Hill**, south of **Taylor,** to lessen the risk of landslides closing the highway.
- Realigning the curve at **Cairns Creek Bridge**, 60 km west of **Chetwynd**, to improve safety.
- Reconstructing and widening various roads in the **Dawson Creek** area to provide safer, dust-free, hard-surfaced roads leading in and out of the city.
- Making gravel and drainage improvements to various roads throughout the **Peace region** to provide better access for rural residents and industrial users.

For more details, see page 41.



Prince George Central

Total Provincial Investment Over Three Years: $114 million

Investments in the Prince George and Quesnel areas will improve highways 16, 97 and 27, as well as provincial roads, for resource-sector vehicles and other users. Major projects include:

- Hardsurfacing rural gravel roads in the **Prince George** area to provide better access for residents and industrial users.
- Resurfacing 28 km of Highway 16, beginning about 20 km west of **Vanderhoof** and ending at the **Blackwater Road junction**, six km east of Vanderhoof.
- Designing and constructing a westbound climbing lane and an eastbound passing lane on Highway 16, about 10 km west of **Vanderhoof**.
- Building a new **Cottonwood Bridge**, 15 km north of **Quesnel**, and upgrading 1.4 km of Highway 97 serving the bridge, with cost shared by the federal government.
- Resurfacing a seven-km section of **Highway 27** from the Highway 16 junction to Braeside Road.

For more details, see page 40.

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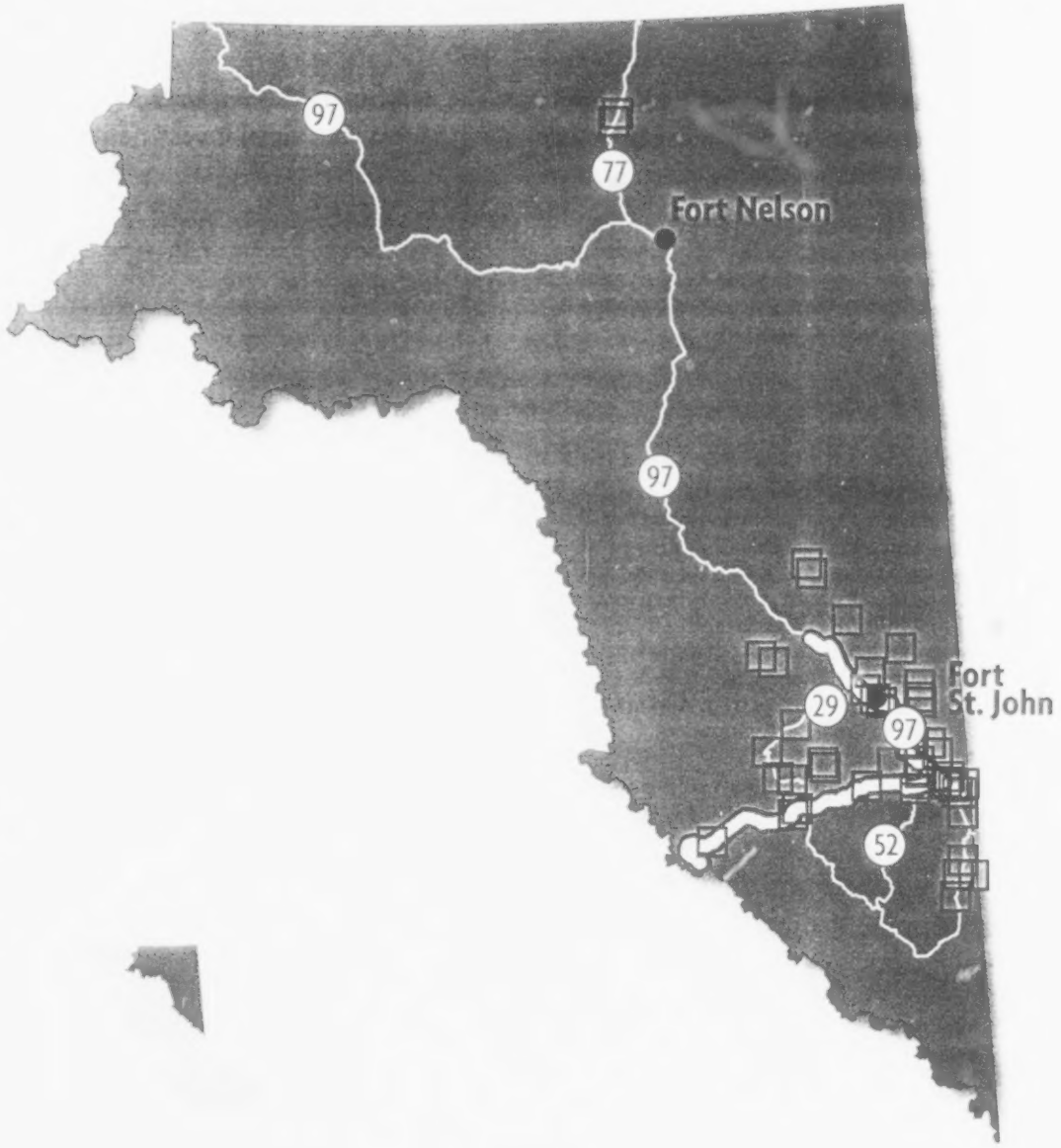

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- Resurfacing 28 km of Highway 16, beginning about 20 km west of **Vanderhoof** and ending at the **Blackwater Road junction**, six km east of Vanderhoof.
- Designing and constructing a westbound climbing lane and an eastbound passing lane on Highway 16, about 10 km west of **Vanderhoof**.
- Building a new **Cottonwood Bridge**, 15 km north of **Quesnel**, and upgrading 1.4 km of Highway 97 serving the bridge, with cost shared by the federal government.
- Resurfacing a seven-km section of **Highway 27** from the Highway 16 junction to Braeside Road.

For more details, see page 40.

The Northwest

Total Provincial Investment Over Three Years: $135 million

The Northwest

Total Provincial Investment Over Three Years: $135 million

Investments in northwestern British Columbia will focus on improving highways and resource roads, building Prince Rupert's capacity as a port and cruise-ship terminal, and fulfilling government's commitment to upgrading the Nisga'a Highway. Major projects include:

- Port expansion at **Prince Rupert**, beginning with a proposed **container port**, for which planning is underway.
- An expanded **cruise-ship facility** at **Prince Rupert**, for which planning is underway in partnership with the federal government.
- Completing the upgrading of the **Nisga'a Highway,** with paving of 26 km between **Greenville** and **New Aiyansh**.
- Replacing the **Pleasant Valley Bridge**, 10 km west of **Houston**, to increase clearance and safety for large transport vehicles on Highway 16.
- Replacing the **Todagin Bridge**, 90 km south of **Dease Lake** on Highway 37, to improve safety and reduce maintenance costs.

For more details, see page 35.

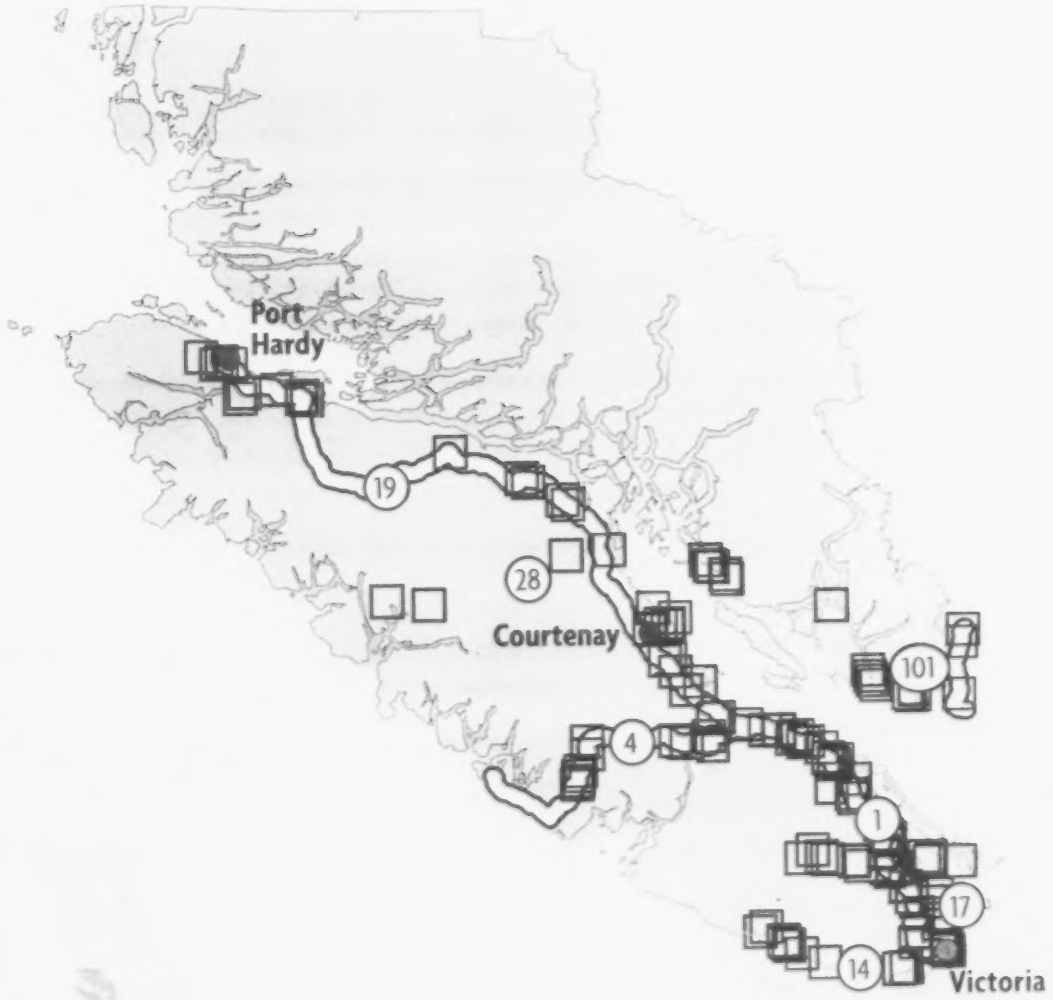
Vancouver Island Region

Total Provincial Investment Over Three Years: $71 million

Investments on Vancouver Island will focus on improving safety and traffic flow on highways 1, 4 and 19, as well as various provincial roads. Major projects include:

- Making safety improvements between Mays Road and James Road in **Duncan**, including resurfacing, installing new signals and restricting turning movements to reduce collisions.
- Constructing a northbound, right-turn deceleration lane at Aspen Road, **Malahat**, to improve safety.
- Designing and beginning construction to widen the S-bend curves west of **Cathedral Grove** on Highway 4.
- Improving safety between **Nanaimo** and **Parksville** by extending the median barrier between Northwest Bay Road and Northwest Bay Logging Road.
- Starting realignment and reconstruction of the northern six km of the Misty Lakes section between **Port McNeill** and **Port Hardy**, to reduce travel times, provide more places to pass and improve safety.

For more details, see page 36.

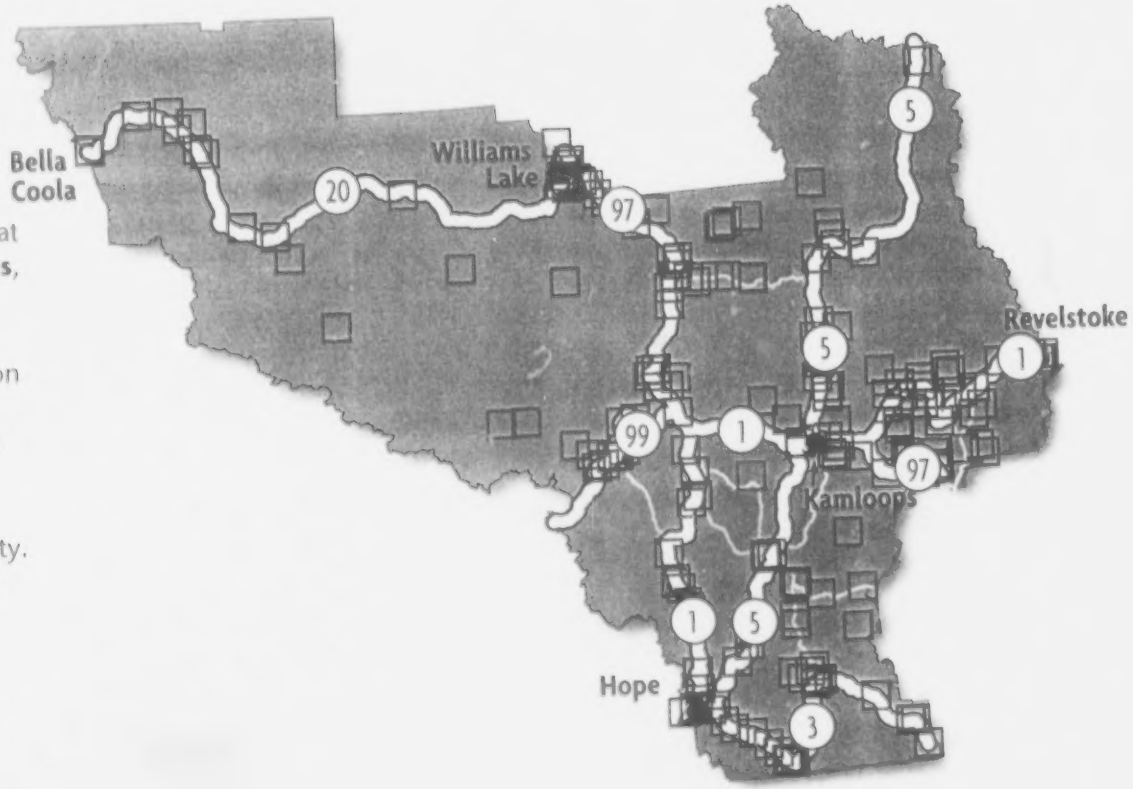


Kamloops Region

Total Provincial Investment Over Three Years: $182 million

Various investments will be made in the region extending from south of Kamloops to west of Williams Lake, to upgrade road surfaces and improve safety. Some examples of these projects include:

- Realigning a 1.6-km section of Highway 5 at **Preacher Hill**, 74 km north of **Kamloops**, with costs shared by the federal government.
- Designing and engineering for construction in 2005 to four-lane 8.2 km of the **Okanagan Connector** between **Garcia Lake** and **Courtney Lake**.
- Constructing shoulders on the **Merritt-Princeton Highway** 5A to improve safety.
- Widening a section of Highway 20 on the **Bella Coola Hill** to improve safety.
- Modifying the intersection of Highway 20 at **MacKenzie Avenue** in **Williams Lake** to improve safety.



For more details, see page 38.

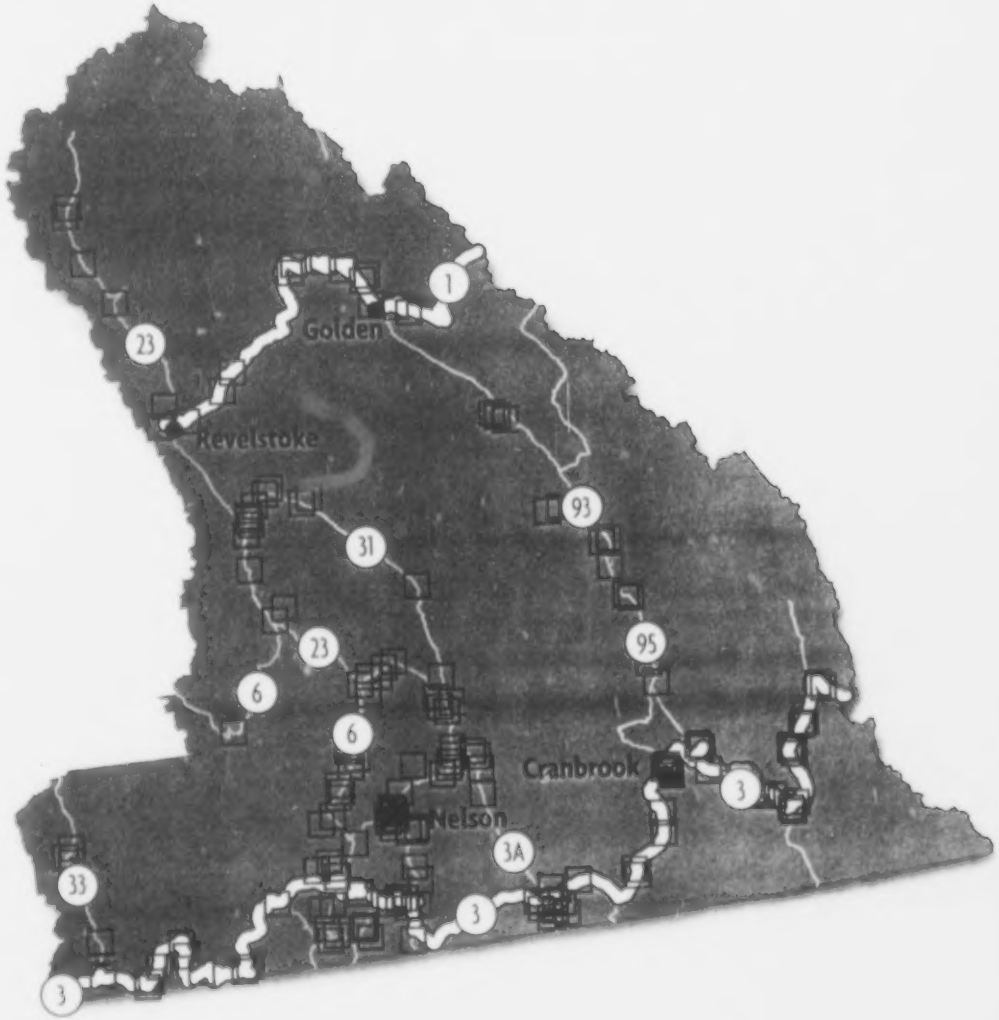
Kootenays Region

Total Provincial Investment Over Three Years: $243 million

Investments in the southeastern corner of the province will enhance the safety of Kicking Horse Canyon and expand Cranbrook's airport to improve tourists' access to the Kootenays. Major projects include:

- Replacing the **Five-Mile Bridge**, east of **Golden** with a new four-lane bridge.
- Adding a 3,000-foot runway extension and doubling terminal building capacity at **Cranbrook Airport**, to accommodate non stop air services to and from Europe.
- Realigning one km of Highway 3 at **Steamboat Hill**, 26 km east of **Cranbrook**, to eliminate a sharp curve and construct a new eastbound passing lane.
- Carrying out rock slope stabilization at **Irisman Bluff**, 15 km east of **Yahk**, **Loop Road**, 44 km east of Yahk and west of the **Elko Tunnel**, 17 km west of **Fernie**.

For more details, see page 39.



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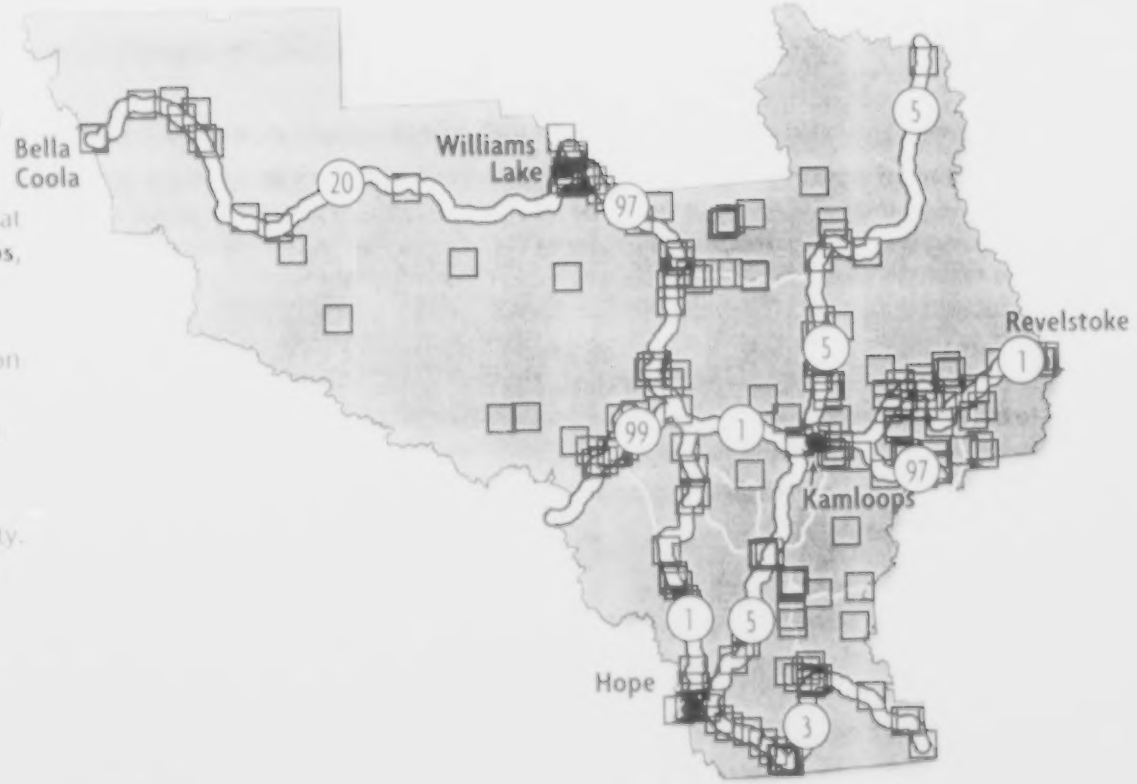

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- Realigning one km of Highway 3 at **Steamboat Hill**, 26 km east of **Cranbrook**, to eliminate a sharp curve and construct a new eastbound passing lane.
- Carrying out rock slope stabilization at **Irisman Bluff**, 15 km east of **Yahk**, **Loop Road**, 44 km east of Yahk and west of the **Elko Tunnel**, 17 km west of **Fernie**.

For more details, see page 39.

Okanagan Region

Total Provincial Investment Over Three Years: $153 million*

Okanagan Region

Total Provincial Investment Over Three Years: $153 million*

Investments in the Okanagan will four-lane and upgrade key portions of Highway 1, upgrade and ease congestion on Highway 97 and establish how to replace the Needles ferry with a bridge. Major projects include:

- Four-laning 4.2 km of Highway 1 between **Sorrento** and **Salmon Arm**, with costs shared with the federal government.
- Constructing an interchange to replace the congested intersection at the Highway 97/97A junction just north of **Vernon**, and widening 4.6 km of Highway 97A to four lanes.
- Completing design of a bridge to replace the **Needles ferry**.

* This three-year total does not include the new $100-million Lake Okanagan Bridge at Kelowna, which will be completed between 2004 and 2007.

For more details, see page 39.

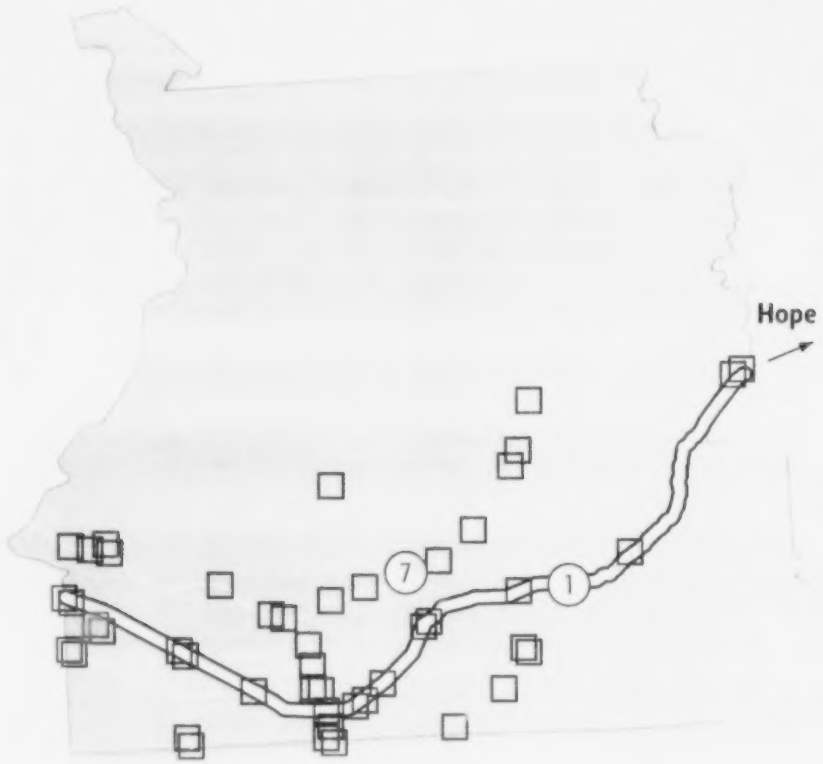
Fraser Valley Region

Total Provincial Investment Over Three Years: $135 million

Investments in the Fraser Valley will upgrade and improve safety on Highway 1, reduce border congestion and stabilize rock slopes along provincial roads east and west of Hope. Major projects, the first three of which are cost-shared with the federal government, include:

- Realigning a 3.4-km section of Highway 1 between **Annis Road** and **Highway 9** near **Chilliwack**, reducing sharp curves and widening road shoulders to increase safety.
- Building a commercial vehicle staging area to alleviate congestion at the **Huntingdon border crossing**.
- Planning and evaluation for future improvements to the Trans-Canada Highway interchange in **Abbotsford**.
- Stabilizing the rock slopes on Highway 7 at **Odlum**, 5 km west of **Hope**, to protect travellers from rock fall.

For more details, see page 37.



KICKING HORSE CANYON: The proposed 10-Mile (Park) Bridge replacement near Golden.

Improving Heartlands Roads: Major Initiatives

Kicking Horse Canyon

Investment: $670 million
Time frame: Between 2003 and 2010

Trans-Canada Highway improvements through the Rockies are the province's Number 1 transportation priority, due to safety concerns and the route's importance in making B.C. a gateway.

Highway 1 is B.C.'s gateway to Canada. It must be made safe for all who use it.

Revitalizing Highway 1 is critical to strengthening the province as Canada's gateway to the world. The corridor has had no major upgrading since it was built in the 1950s, and between 1996 and 2001, 21 people lost their lives in 700 accidents on this stretch of winding, mountainous road.

In partnership with the federal government, we plan to invest a total of $670 million to upgrade the 26-km section between Golden and Yoho National Park into a four-lane highway.

$205.8 million in work underway

Canada and B.C. have already committed $205.8 million in shared funding for four projects on Highway 1 in this area:

- Replacing the aging 5-Mile (Yoho) Bridge near Golden (substantial completion: September 2006).
- Upgrading a 1.5-km section of highway and the Victoria Road intersection in Revelstoke (substantial completion: July 2003).
- Replacing the Woods overhead structure near Revelstoke and upgrading 1.5 km of the highway to a 100-km/h design standard (substantial completion: September 2004).
- Replacing the 10-Mile (Park) Bridge near Golden and four-laning five km of the highway on either side of the bridge (target for delivery: fall 2007).

A new, safer Trans-Canada Highway

In addition to the investment in the Kicking-Horse Canyon, the provincial and federal governments are funding improvements to sections of Highway 1 across the province.

Highway 1: Kicking Horse Canyon: $670 million

2003 - 2004 2011 - 2012

Lake Okanagan Bridge, Kelowna

Investment: $100 million
Time frame: Between 2004 and 2007

This project will ease congestion on the busiest stretch of highway in B.C.'s Heartlands.

Highway 97 at the Lake Okanagan Bridge is the most congested stretch of highway outside the Lower Mainland and southern Vancouver Island. A new, toll-free, four-lane bridge – with capacity for a fifth lane – will alleviate congestion now and in the future.

An additional $20 million will be invested in interchange improvements at either end of the bridge.

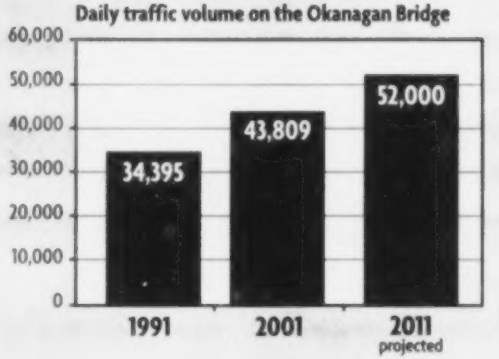
New Bridge Across Lower Arrow Lake at Needles

Investment: $30 million (est.)
Time frame: To begin in 2005

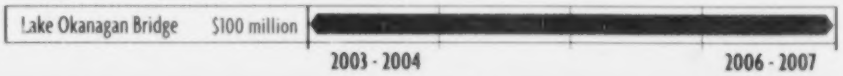
This new link will provide a primary connection between the growing south Okanagan and Kootenay regions, strengthening transportation and opening up tourism.

This bridge will open up a primary connection between the south Okanagan and the Kootenays. The Ministry of Transportation is reviewing a study of how a bridge can accommodate expected community growth in the region over the next 20 years.

Opening up access to the Southern Interior



A new bridge to relieve congestion in Kelowna



Oil and Gas Roads

Investment: $37 million
Time frame: Between 2003-04 and 2005-06

This significant investment will open up the industry's potential, strengthening northern communities and B.C.'s economy.

Northern B.C. continues to benefit from the oil and gas industry, which sustains more than 30,000 well-paid jobs.

Reliable roads are critical to ensuring continued expansion of one of B.C.'s most important industries, and will support government's goal of attracting $24 billion in new oil and gas investment and 8,000 new jobs in the industry within six years.

Nisga'a Highway Completion

Investment: $52 million
Time frame: Completion by March 31, 2006

This continuing investment will honour government's agreement with, and expand the economic potential of, the Nisga'a First Nation.

A seven-year project to upgrade the Nisga'a Highway to a 70-km/h paved road is in its fifth year. Construction is creating jobs in the Northwest, and a reliable, safe route in the remote Nass Valley will help to ensure the future prosperity of the Nisga'a.

NISGA'A HIGHWAY: B.C. is in Year 5 of funding a seven-year upgrade of the Nisga'a Highway.

Improving Rail Service for All of B.C.

Making BC Rail sustainable

BC Rail is vital to the province's resource industries and northern communities – but it is failing to meet their needs. We need a more integrated and efficient network that provides access to the continental railway grid.

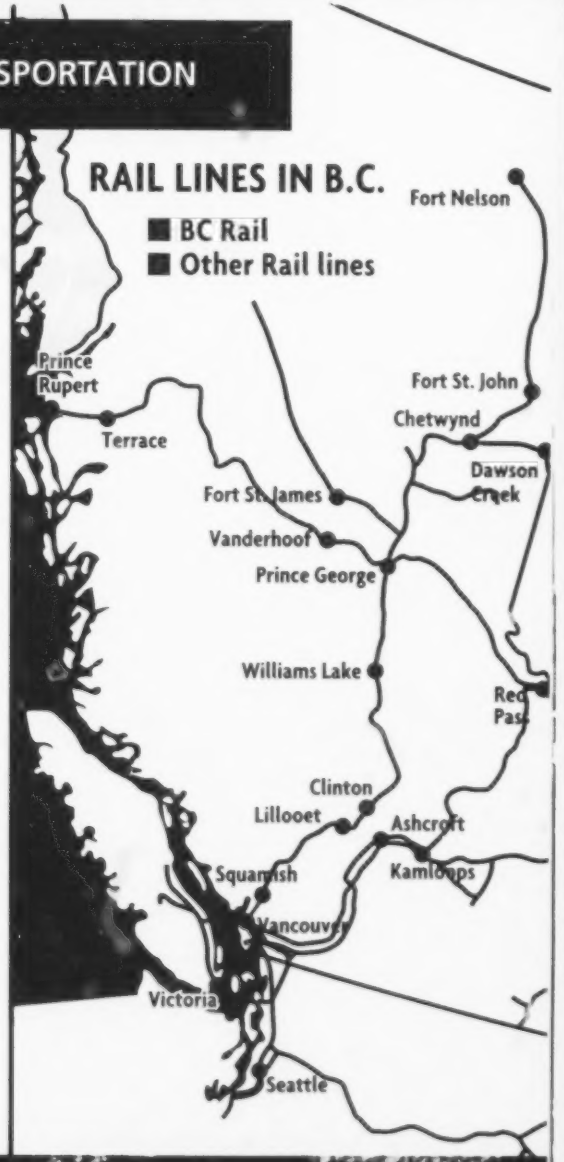
Northern mayors and communities have clearly told the province that a new model is needed to ensure them a sustainable industrial freight rail network. The province has responded with a proposed new partnership that will ensure:

- Public ownership of the BC Rail rail beds, railway rights-of-way and tracks.
- More competitive rates.
- A better-integrated rail network.
- Improved ability to get B.C. products to markets throughout North America and beyond.
- New private-sector investment for capital improvements like rail cars, sidings, loading facilities and rail lines.
- Economic development and revitalization of communities that depend on BC Rail.
- No new public debt and no further risk to taxpayers.

FACT:

BC Rail has cost taxpayers $857 million in asset writeoffs over the last 15 years, on top of its current $502-million debt.

Debt-servicing costs now absorb about half of the company's operating income.



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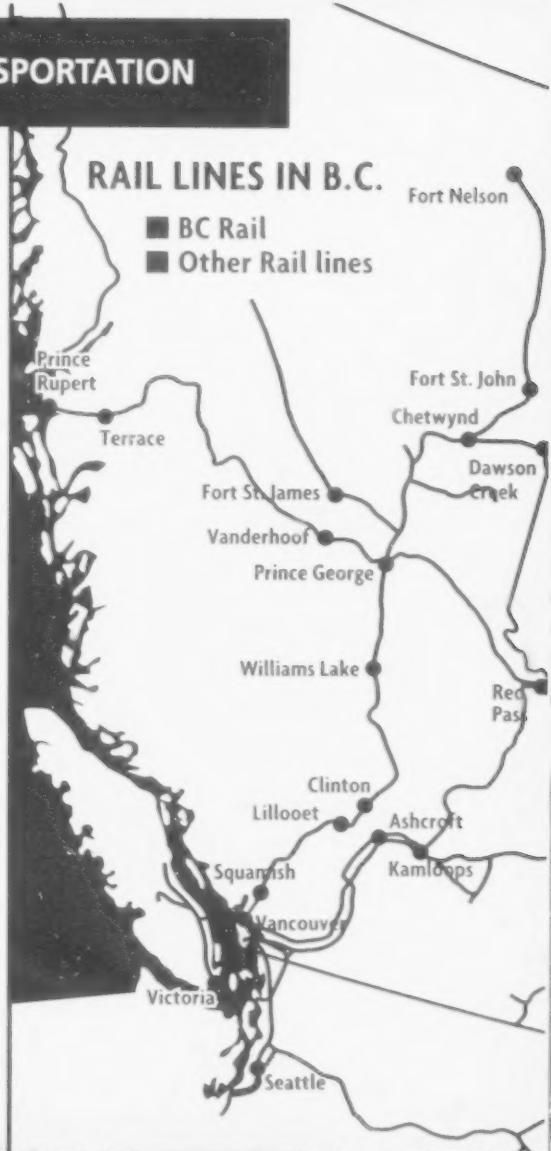


BC RAIL FREIGHT TRAIN, IN THE ROCKIES. Revitalizing B.C.'s rail services and integrating them into the continental network is critical to the future of the Heartlands.

Better Ferry Service

B.C.'S LARGEST FERRIES IN ACTIVE PASS: Our coastal ferry system is among the world's largest, carrying 21.4 million passengers and 7.9 million vehicles a year.
BCFerries

Restructuring BC Ferries to secure its future

BC Ferries' services are vital to the economic health of the province's island and coastal communities. To renew the corporation's infrastructure and ensure its sustainability, however, a new approach was required.

> ***FACT:***
> As a result of a decade of political interference and mismanagement, BC Ferries now requires $2 billion in capital improvements. The new BC Ferry Authority will meet this need.

The new BC Ferry Authority established this year is modelled after the successful Vancouver Airport Authority. It will deliver:

- Improved service.
- Increased customer choice.
- Guaranteed service levels and fair rates.
- Increased economic development and job creation.
- Ongoing accountability.
- No new public debt.

In addition, an independent regulator will control rates and protect consumers' interests.

Partnerships to renew the fleet

The new BC Ferry Services will seek funding partners to support the $2 billion required for capital investment and fleet expansion and improvement over the next 15 years.

Better representation of coastal communities' interests

Coastal communities will have input into the operation of the new ferry authority. Four representatives on the authority's board will voice the needs of coastal regional districts and help to ensure ferries support their economic development.

Inland ferries remain toll-free

Inland ferries provide essential transportation links where roads or bridges do not exist. All provincially owned inland ferries will be toll-free.

Opening Up Ports and Airports

As a province, we welcome the world to visit and invest.

B.C. is Canada's gateway to the world. Improving airports and ports is critical to building our shipment and passenger volumes. Accordingly, government is committing $10 million a year over three years to airports and ports to open up new economic opportunities.

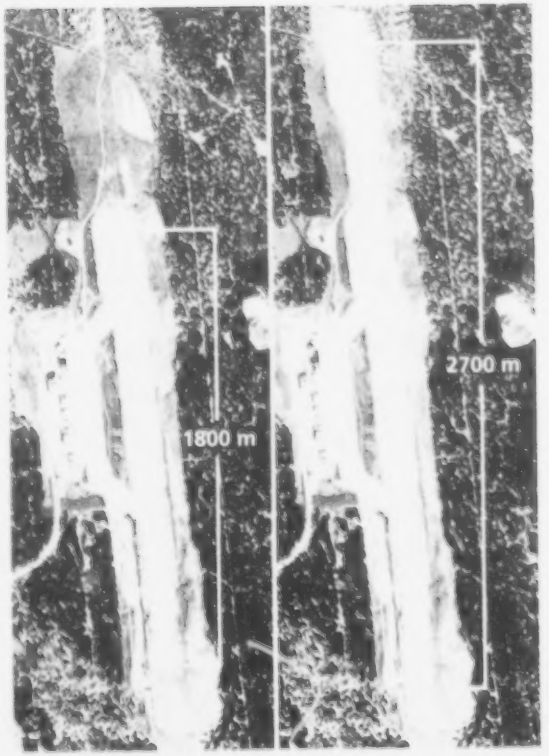
Expanding Cranbrook Airport to increase tourism opportunities

Cranbrook Airport is the primary airport serving the East Kootenay region. The province is funding a major expansion of the airport to accommodate non-stop air services to and from Europe.

The airport currently handles 75,000 to 80,000 passengers a year. The expansion would result in an estimated increase of 127,000 passengers during the first three years alone.

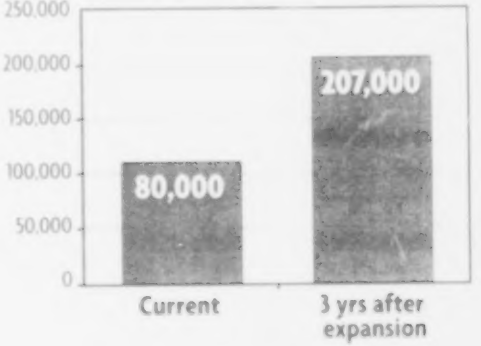
Cranbrook Airport Expansion:

- A 900-metre runway extension and doubling the capacity of the terminal building.
- Estimated cost: $12.6 million.
- Time line: to be determined pending completion of agreements between the province, Cranbrook and others.



Expanding Cranbrook Airport will increase tourism

(passenger volumes)



B.C.'s Transportation Gateways

Together, B.C.'s airports, ports and highway network help B.C. export more than $30 billion in goods and move 22 million tourists each year.

Expanding the Port of Prince Rupert – the Northern Advantage

The North Coast is one of the most spectacular cruise-ship destinations in the world. Prince Rupert is its Canadian heart.

> ***FACT:***
> Prince Rupert is 16 hours closer to Asia than Vancouver and 30 hours closer than U.S. ports.

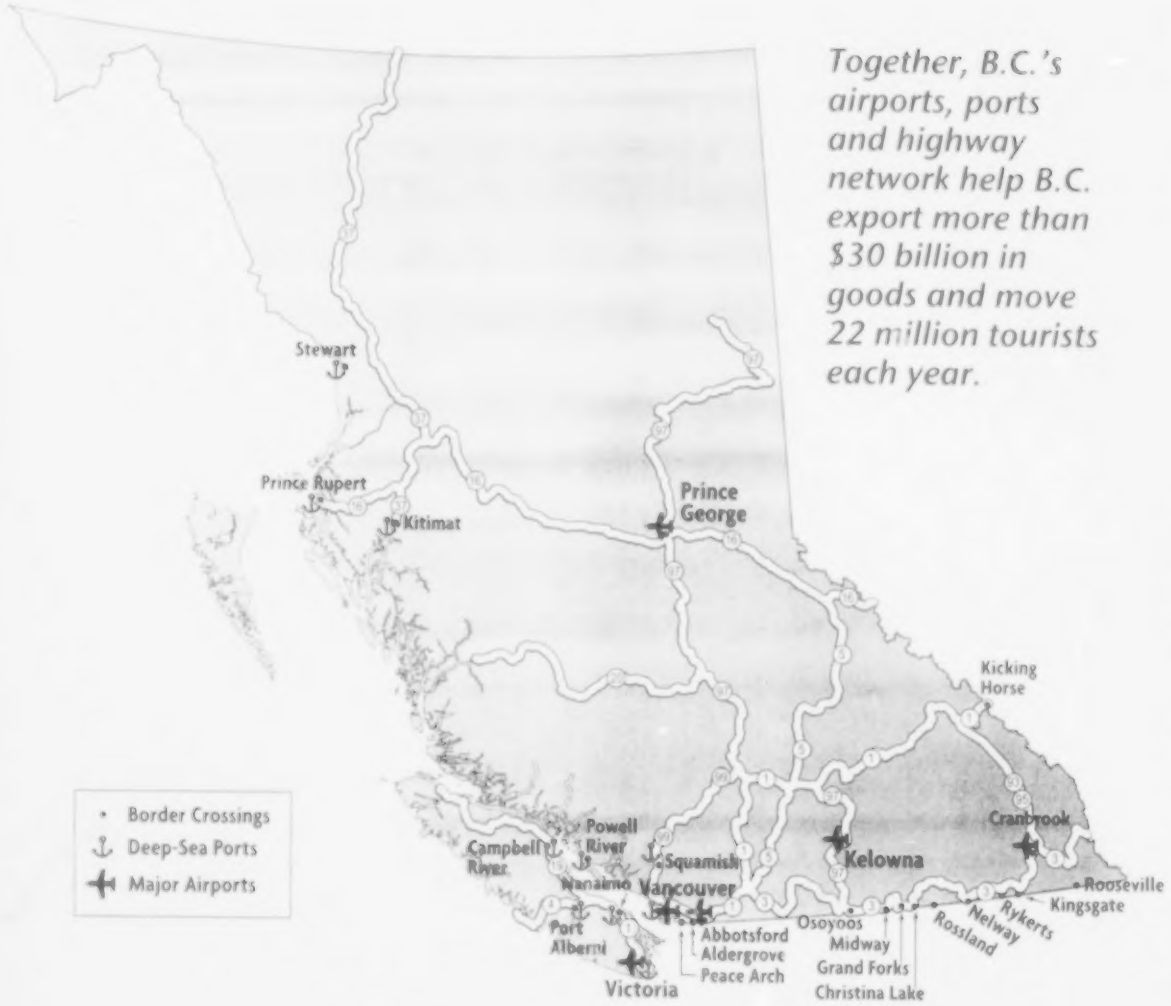
The $30 million the province will invest in ports and airports over the next three years includes the provincial component of a major expansion of the Port of Prince Rupert, beginning with a proposed container port.

A project plan is now being developed with funding from the province. The details and timeline will be determined through the community planning process now underway.

Cruise: Prince Rupert

The government has also committed to expand cruise-ship capacity at Prince Rupert. Planning is underway in partnership with the federal government and local authorities.

B.C.'s Transportation Gateways



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The Gateway Transportation Strategy

B.C.'s strategic location makes the entire province a gateway to the world – and the Lower Mainland plays a primary role in linking businesses and communities throughout B.C. to opportunities to the south and west.

FACTS:

- Lower Mainland travel times have increased 30 per cent over the past decade.
- The B.C. Trucking Association estimates trucks are stopped or slowed 75 per cent of the time – and truck traffic is expected to rise by 50 per cent by 2021.
- The Lower Mainland population is forecast to rise by 34 per cent – almost one million people – by 2021.

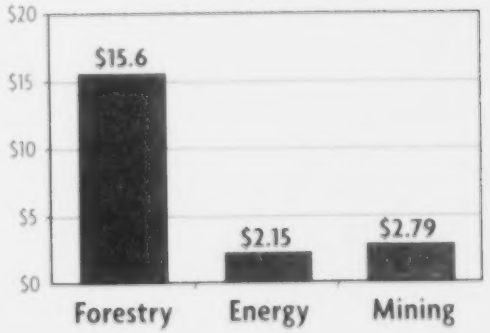
Challenge: Congestion is hurting economic opportunity across B.C.

While traffic has increased 14 per cent in the past five years, infrastructure investments have not kept pace with demand.

Current congestion in the Lower Mainland costs B.C.'s economy as much as $1.5 billion a year. Estimates of future population and traffic growth confirm that if we don't invest in enhancing our transportation network now, the cost – in jobs, opportunities and increased prices for consumers – will only rise.

B.C. Exports Depend on Strong Transportation Gateways

(2002 exports in $ billions)



IRONWORKERS' MEMORIAL BRIDGE, VANCOUVER: The Gateway Transportation Strategy will improve transportation efficiency and quality of life.

FACTS:

- Vancouver International Airport provides 26,000 direct jobs and generates $5.3 billion in annual economic activity.
- The Greater Vancouver Port ships more cargo than any other port on North America's west coast.
- More than two-thirds of B.C.'s exports go to the U.S.; most of these travel by truck through Lower Mainland border crossings.

Challenge: Building a more integrated and efficient transportation network

B.C.'s competitiveness as a gateway is limited by a lack of integration between ports, airports, rail connections and border crossings.

For example, the lack of a direct and efficient road connection between Highway 1 and the Deltaport facility means increased shipping times and costs.

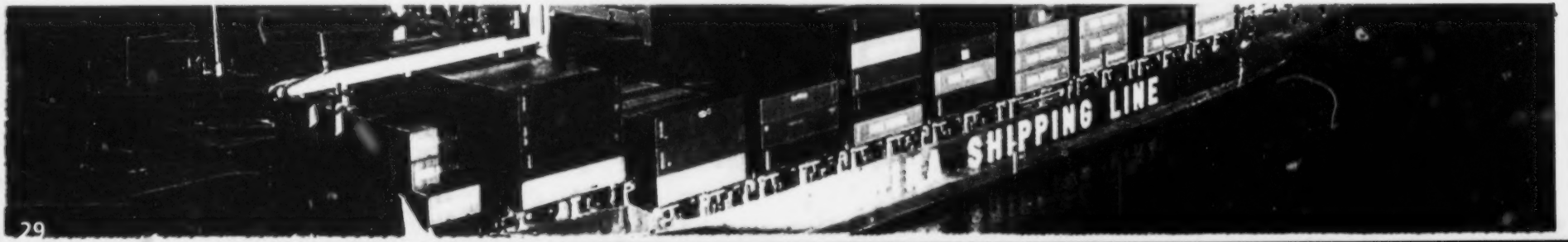
Solution: Quicker border crossings and safer, more efficient road links

The province will:

- Ease congestion at B.C.'s border crossings, opening up freer trade with the U.S.
- Create a safer and more efficient Sea-to-Sky link to better serve B.C.'s fastest-growing district and the 2010 Olympic Games.
- Establish partnerships, together with the Greater Vancouver Transportation Authority, to build new links that will integrate the Lower Mainland road network, cutting travel times for businesses, shippers and other travellers.

Ultimately, reduced congestion and a smoother flow of goods to our international customers will make B.C. more attractive to business and increase economic growth.

THE DELTAPORT: A more integrated transportation network will help deliver B.C. exports to ports and on to international destinations.



Improving Our Gateways To The World

More Efficient Border Crossings

Investment: $241 million
Time frame: 2003-04 to 2005-06

Alleviating border delays for shippers and travellers will reduce costs and increase our competitiveness.

B.C. exports more than $21 billion in goods to the U.S. every year, and most travel by truck over border crossings in the Lower Mainland. In addition, almost five million visitors cross our southern border each year.

The provincial and federal governments have announced shared funding of $241.4 million for border infrastructure projects.

Border Facts:

- Commercial vehicle traffic at the Pacific Highway border crossing has doubled since 1991; close to one million trucks used the crossing in 2000.
- Delays at Lower Mainland border crossings cost B.C.'s trucking industry $60 million a year.

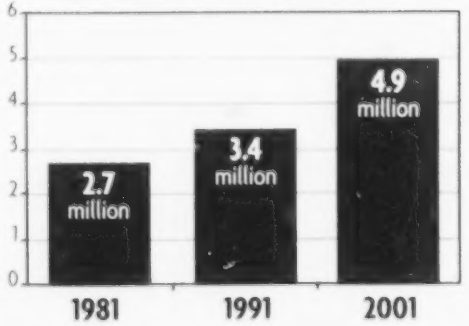
Opening up our border crossings

The federal government has committed $104.1 million and the province $137.3 million to improve international border crossings and related highway corridors on the highways shown, in addition to funding commitments to improve our Trans-Canada gateway to Alberta.

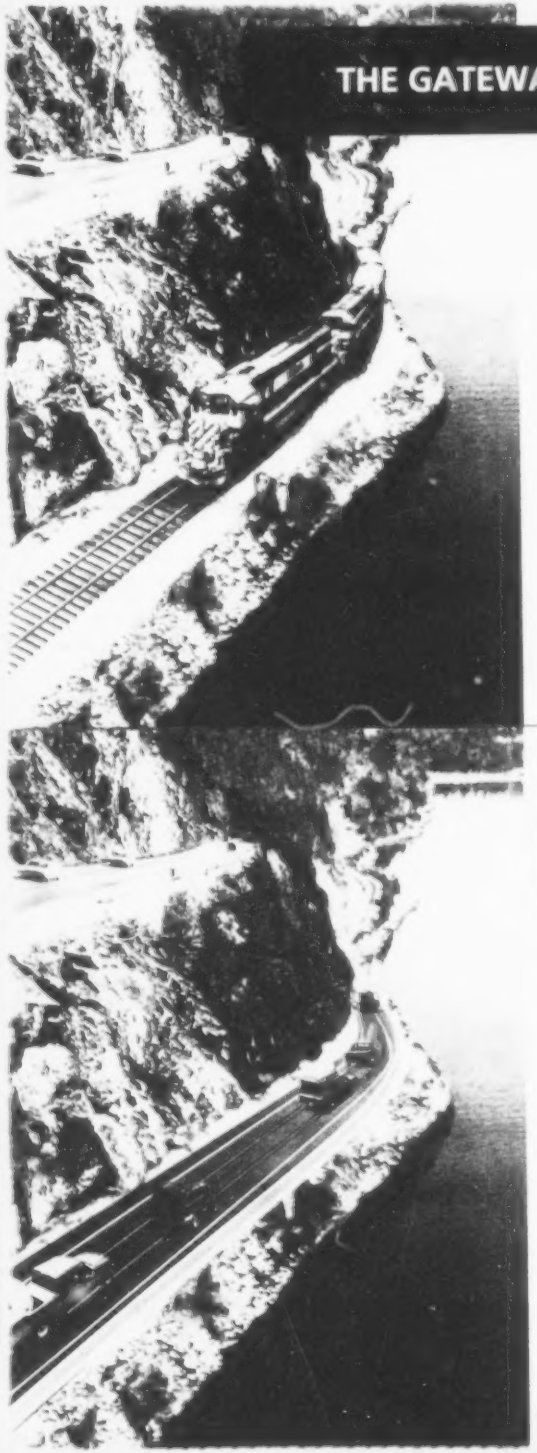
- Highway 10
- Highway 11
- Highway 13
- Highway 15
- Highway 91
- Highway 91A
- Highway 99
- 8th Avenue (Surrey)
- Highway 1 (to Alberta via Kicking Horse)

Demand for Efficient Borders Has Nearly Doubled

U.S. travellers entering B.C. by car



TRUCKS AT PACIFIC HIGHWAY BORDER CROSSING: Current border delays cost B.C. truckers $60 million a year.



Making the Sea-to-Sky Safer

Investment: $600 million
Time frame: Completion by 2009

B.C.'s fastest-growing district needs a safer link to the Lower Mainland. So do travellers bound for Whistler. The 2010 Olympic Games will require the province to speed up improvements by about two years.

The existing mountainous route is dangerous. It is also prone to sudden changes in weather and driving conditions. It must be made safer.

***IMPROVING SEA-TO-SKY CAPACITY:** The $600-million expansion of the Sea-to-Sky Highway will include using the nearby rail bed to accommodate Olympics traffic in 2010.*

A Safer Sea-to-Sky

- Upgrading of the treacherous stretch between Culliton Creek and Cheakamus Canyon (already underway).
- A mix of three- and four-lane sections.
- Separated portions of highway.
- Improvements to the section through urban Squamish.

Sea-to-Sky Facts:

- Between 1991 and 2001, 56 people were killed and 1,887 injured on the busy Sea-to-Sky corridor.
- The existing route will reach its functional capacity by 2012.

Sea-to-Sky improvements in time for the Olympics

RAV: Faster Connections, Less Congestion

Time frame: Completion by 2009

The Richmond-Vancouver corridor is among the busiest ones in the Lower Mainland – and it's estimated the number of trips on it will increase by 35 per cent over the next 20 years.

Led by TransLink and facilitated by the province, the planned Richmond/Airport/Vancouver (RAV) Rapid Transit Project will:

- Be a major source of economic development, providing new tourist links to downtown, the convention centre and cruise ships.
- Improve air quality and reduce greenhouse gas emissions right up the Fraser Valley.
- Reduce congestion and travel times, opening new economic opportunities.

The Funding Partnership

The province, TransLink, Vancouver International Airport and Ottawa each will contribute approximately $300 million in today's dollars. A private builder/operator is expected to contribute $300 million more, bringing total funding to close to $1.6 billion.

Strong Safeguards to Protect Taxpayers

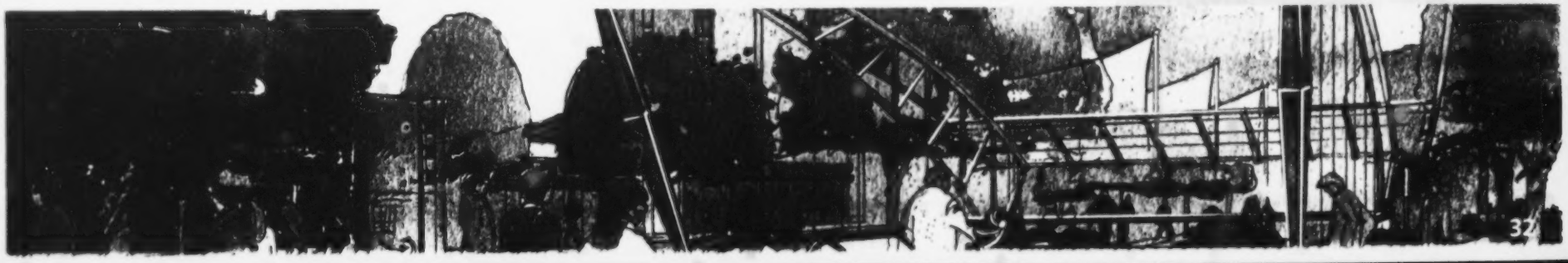
RAV has had the highest level of study and analysis of any public transportation initiative undertaken in the GVRD. Each partner involved has conducted independent analysis and planning, ensuring multiple safeguards to protect taxpayers.

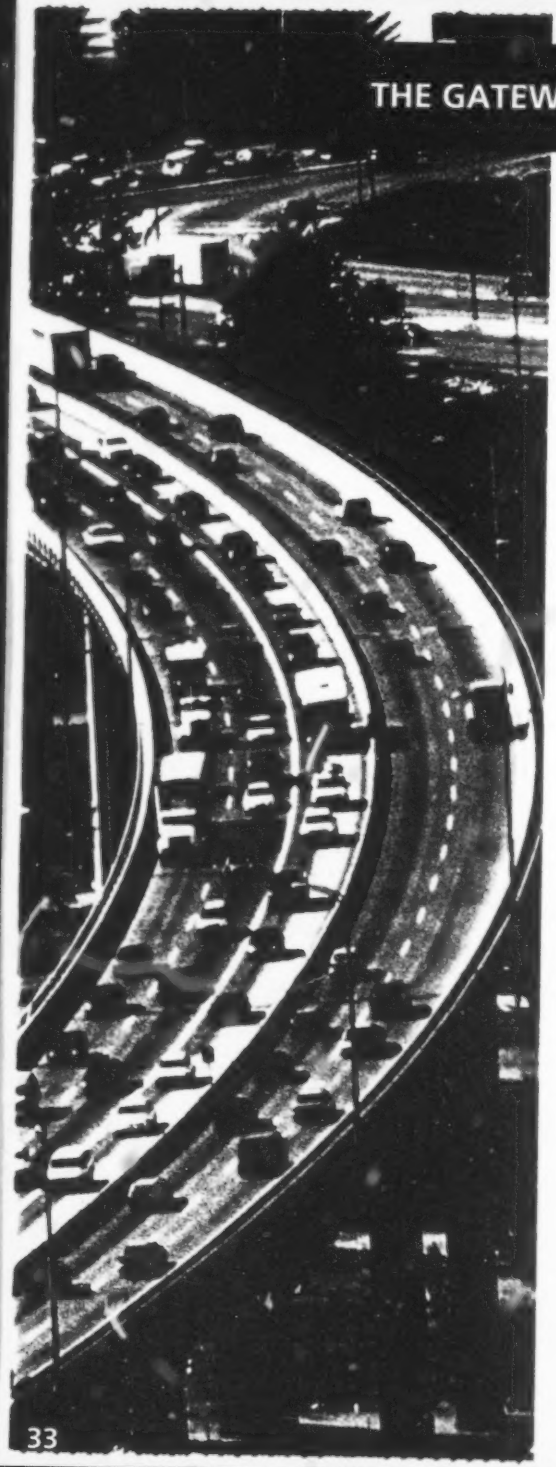
In addition, the private-sector partner will assume significant responsibility for managing potential risks, including full responsibility for completing the project on time and covering any potential cost overruns.

RAV Benefits:

- Improved travel times within the GVRD.
- Reduced congestion on critical corridors.
- More transportation choices and better connections for commuters and travellers.
- Improved air quality with reduced greenhouse gas emissions.

ARTIST'S RENDERING OF DOWNTOWN RAV STATION: The final shape of RAV will depend on the private-sector response to the request for proposals.





Working With TransLink

Delays caused by congestion on key Lower Mainland routes are costly for industry, trucking companies and commuters. TransLink and the province are considering highway improvements that would better integrate ports, airports, rail yards and border crossings. These projects will benefit the entire province by freeing up critical gateways.

These projects will require significant planning and new partnerships. If there is strong support and leadership from TransLink, local communities, industry and the public, the province will work with these partners to undertake major improvements to its highway system, while TransLink improves the regional transportation system.

Why an Integrated Transportation Network Is Needed for All of B.C.

A truck bringing value-added forest products from the Kootenays could arrive in Vancouver along a less-congested Highway 1, follow an intersection-free South Fraser Perimeter Road out to the Deltaport terminal at Roberts Bank and unload its cargo for shipment to Asia. The result: estimated travel time savings of 25 to 30 minutes and lower transportation costs.

In partnership with TransLink, potential investments include:

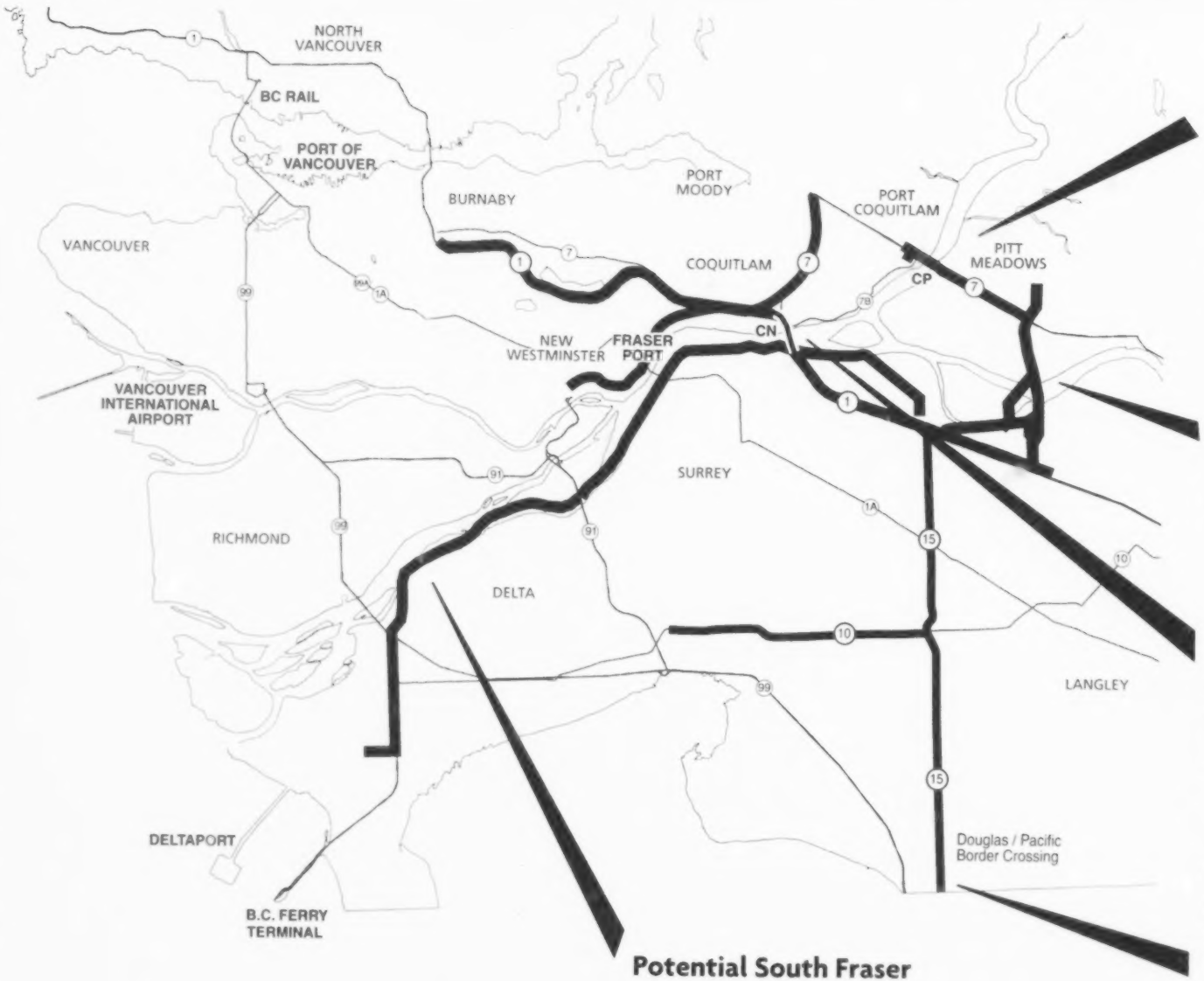
New Fraser River Crossing: a new six-lane bridge along the 200th Street corridor to connect Maple Ridge and Pitt Meadows with Surrey and Langley, reducing trip times by 20 to 25 minutes and reducing traffic on the Port Mann Bridge.

South Fraser Perimeter Road: a primarily four-lane, intersection-free commercial route along the south bank of the Fraser River connecting highways 1, 91 and 99, reducing trip times by up to 15 minutes.

North Fraser Perimeter Road: expands the capacity of existing arterial routes on the north bank of the Fraser River, providing a more efficient commercial route through New Westminster to Burnaby and Vancouver.

Twinning the Port Mann Bridge: widening about 33 kilometres of the Trans-Canada between Vancouver and Langley and twinning the Port Mann Bridge, to reduce travel times by up to 20 minutes.

PORT MANN BRIDGE: Twinning this bridge and widening 33 km of the Trans-Canada Highway is one of three major projects the province is considering through new partnerships, given support from TransLink, local communities, industry and the public.



Potential North Fraser Perimeter Road

This route would go from the Queensborough Bridge in New Westminster to an expanded Pitt River Bridge in Pitt Meadows, including Highway 7 improvements through Coquitlam.

A New Fraser Crossing

Planning has already begun for a new Fraser River crossing along the 200th Street corridor to connect Maple Ridge and Pitt Meadows with Surrey and Langley.

Potential Twinning of the Port Mann Bridge

Widening of the Trans-Canada Highway from Langley to Vancouver, and twinning the Port Mann Bridge.

Border Corridor Improvements

Twenty-seven projects worth $241.4 million, cost-shared by the provincial and federal governments, are already underway to improve highway corridors leading to border crossings, especially Highway 15.

Potential South Fraser Perimeter Road

This new perimeter road would run from Highway 1/15 in Surrey to Highway 17/Deltaport in Tsawwassen.

Conclusion: Building Our Route to Prosperity

Transportation is fundamental to economic growth and quality of life – and as B.C.'s population and traffic levels grow, so must its transportation network.

A *real* transportation plan will:

- Renew aging transportation infrastructure now, protecting taxpayers from higher maintenance costs in the future.
- Improve the scope and integration of our transportation network to ensure the free flow of goods and travellers, and to maximize investment, create jobs and keep B.C. competitive.
- Decrease congestion and improve quality of life.
- Use new, fair and beneficial approaches to pay for improvements as they are made.

We have laid out a real plan with construction projects, deadlines for completion and potential projects for the future.

Our roads, ports, airports and ferries are a valuable resource. This plan enhances that value. It will preserve the vast network that British Columbians have inherited from previous generations.

We plan to expand on that inheritance and give an improved transportation legacy to our children, to meet the province's needs, challenges and opportunities, now and in the future.

ALASKA HIGHWAY, NORTHEASTERN B.C.: The government's goal is an integrated transportation system that moves goods, services and people safely, quickly and economically throughout B.C.

The government is investing $1.1 billion in transportation capital projects over the next three years, including $544 million in 2003-04 alone. Most of the funding will go toward more than 1,000 road capital and rehabilitation projects summarized in this appendix.

THE NORTHWEST

Highway 16 Projects

- Replacing the Pleasant Valley Bridge, 10 km west of Houston, to increase clearance and safety for larger transport vehicles.
- Design and engineering to extend the eastbound climbing lane, along with intersection improvements at Viewmount and Old Babine Road, Smithers.
- Design and engineering for future grade realignment from Andimaul Creek to Shandilla Creek, Kitwanga.
- Planning and engineering for future intersection improvements to the four-way stop intersection at Highway 37, Terrace.

Highway 37 Projects

- Resurfacing 31 km from Kitimat to Onion Lake Road to address the deteriorating surface condition and reduce maintenance costs.
- Resurfacing 21 km from the Nass River Bridge to Meziadin Junction 37A/Hanna Creek North, 157 km north of Kitwanga, to provide improved access.
- Resurfacing 33 km from Bell 1 to Deltaic Creek, 250 km north of Kitwanga, to provide improved access.
- Upgrading 18 km of gravel highway to a hard surface between Burrage and Willow Creek, 180 km south of Dease Lake, to handle fully loaded trucks year round, and designing a further six km of improvements to be built next spring.
- Sealcoating 15 km of recently reconstructed sections between Hodder Lake and Iskut, and making road base and surface improvements in various other locations in preparation for paving.
- Replacing the Todagin Bridge, 90 km south of Dease Lake, to improve safety and reduce maintenance costs.
- Repairing the Durham Creek Culvert, 140 km south of Dease Lake, to extend the life of the bridge and improve safety.
- Making repairs to the Dease River Bridge, 30 km north of Dease Lake, to extend the life of the bridge and reduce maintenance costs.

Provincial Roads

- Continuing the upgrading of the Nisga'a Highway by paving 26 km between Greenville and New Aiyansh.
- Constructing about nine km of new road and reconstructing about eight km of the existing Tuck Inlet Rd on the Tsimpsean Peninsula north of Prince Rupert to serve the village of Port Simpson. This project is cost-shared with the federal government and the Lax Kw'alaams band.
- Making road improvements to the Hazelton-Kitwanga Alternate Route, 19 km west of Hazelton, to provide a reliable alternative route.
- Making repairs to the Hagwilget Bridge, 10 km north of Hazelton, to extend the life of the bridge and reduce long-term maintenance costs.
- Making structural repairs to the Quick Bridge, 30 km east of Smithers, to extend the life of the bridge and improve safety.
- Reconstructing and gravelling eight km of Driftwood Road and Park Rd, 14 km north of Smithers, to provide improved access.
- Reconstructing a portion of Billeter Road, four km northwest of Smithers, to improve safety and provide improved access.
- Reconstructing various parts of Ootsa Nadina and East Ootsa Roads, 90 km south of Burns Lake, to provide safe and unrestricted access for extracting beetle damaged timber and better access for agricultural and residential users.
- Reconstructing 7.5 km of Palling Road, 12 km west of Burns Lake, to provide a consistent driving surface.
- Reconstructing Buck Flats Road, two km west of Houston.
- Reconstructing portions of Lake Kathlyn Area roads, five km west of Smithers.
- Reconstructing various gravel roads on the Queen Charlotte Islands and in the Terrace area to improve safety.
- Widening Kalum Lake Road, 30 km north of Terrace, to two lanes, and paving to provide better access to Lava Bed Lake Provincial Park and Nass Valley communities.
- Paving five km of Old Lakelse Lake Road, from Highway 37 to Williams Creek Bridge, to provide better access.
- Reconstructing and gravelling about 45 km of Telegraph Creek Road, west of Dease Lake, to improve safety and access.

VANCOUVER ISLAND REGION

Highway 1 Projects

- Making various safety improvements between Mays Road and James Road in Duncan, including resurfacing, installing new signals at Mays Road and Drinkwater Road, and restricting turning movements on and off the highway.
- Improving the co-ordination of traffic signals through Duncan to improve safety and traffic flow.
- Resurfacing 6.3 km from Aspen to Whittaker in the Malahat area.
- Constructing a northbound, right-turn deceleration lane at Aspen Road, Malahat.

- Lengthening the southbound left-turn slot at McKenzie Avenue in Saanich to increase capacity and improve safety.
- Co-ordinating the traffic signals from Tolmie Avenue to Admirals Road in Saanich.

Highway 4 Projects

- Designing and beginning construction to widen the S-bend curves, west of Cathedral Grove. Construction will finish next year.
- Resurfacing the decks of the Cameron East and West bridges, east of Cathedral Grove Park, to preserve the infrastructure and maintain safety.
- Surveying and detailed design for the future widening of the section of highway at Hydro Hill, east of Ucluelet.
- In partnership with the municipality, adding a left-turn phase to the traffic signal at Gertrude Street in Port Alberni.

Highway 19 Projects

- Starting realignment and reconstruction of the northern 6 km of the Misty Lakes section between Port McNeill and Port Hardy to reduce travel times, provide more places to pass and improve safety.
- Resurfacing between Elk Falls and Roberts Lake north of Campbell River.
- Designing, constructing and paving shoulders from Elk Falls to Roberts Lake, as well as making intersection improvements and minor road realignments.
- Improving safety between Nanaimo and Parksville by extending the median barrier between Northwest Bay Road and Northwest Bay Logging Road.
- Lengthening the southbound left-turn slot at College/Fifth Street in Nanaimo to increase capacity and improve safety.
- Designing and building a larger brake check north of Sayward to accommodate the increase in truck traffic.

Highway 101 Projects

- Improving safety by extending a second westbound lane from Seamount Road to Pratt Road in Gibsons to provide a lane for traffic wishing to turn right onto Pratt Road. This project will also provide drainage improvements and sidewalks, in partnership with the Town of Gibsons, on the north side of Highway 101.
- Reconstructing and resurfacing sections of the highway between Powell River and Lund.
- Improving the traffic signal co-ordination in Sechelt and Gibsons.
- Sealcoating various Sechelt-area side roads.
- Making improvements to the traffic signals at Payne and Pratt roads in Gibsons.
- Installing a new traffic signal at Mahan Drive in Gibsons.
- Providing a safe holding area for traffic turning left across the highway at Ocean View Drive in Gibsons.

Provincial Roads

- Replacing the Dry Creek Bridge on Coal Harbour Road near Port Hardy.
- Regravelling intermittent sections of Holberg Road near Port Hardy.
- Regravelling Horne Lake area roads to improve access and reduce maintenance costs.
- Gravelling and sealcoating Spider Lake and Turnbull Roads.
- Replacing the deteriorating retaining wall on the north side of the 17th Street Bridge on Highway 19A in Courtenay.
- In partnership with the Comox Valley Airport Commission, widening and paving the shoulders of Knight Road to improve access to the new Comox Valley Airport Terminal.
- Replacing the Sutton Creek Bridge at Honeymoon Bay with a new bridge.
- Replacing the Bonsall Creek Bridge on Crofton Road with a new bridge.
- Adding a protected left turn to the traffic signal for traffic turning north onto the Trans-Canada Highway from Highway 18.
- Repaving one km of Tzouhalem Road, one km east of Duncan, to improve access to the lakeside and First Nations communities.
- First-time hard-surfacing, 1.2 km of Colman Road and repaving 500 metres of Kilmalu Road in Cobble Hill to improve safety for residents.
- Widening, improving the alignment, and paving Fisher Road in Cobble Hill.
- Paving and shoulder widening on Powder Point Road in the Nanoose area.
- Removing rock alongside a curve on Highway 14 near Gillespie Road to improve sight lines for drivers.
- Widening sections of West Coast Road for guardrail placement in warranted areas.
- Repaving about two km of roads on Pender Island to improve ride quality and safety for residents.
- First-time paving of one km of Musgrave Road on Saltspring Island and strengthening and repaving about 500 metres of Isabella Road, starting at Fulford – Ganges Road.
- Resurfacing portions of Highway 19A through Nanaimo.
- Sealcoating Mountain Road in the Duncan area.
- Widening Hudgrove Road in the Lake Cowichan area to improve safety for residents.
- Sealcoating sections of Head Bay Road between Gold River and Tahsis.
- Co-ordinating the traffic signals on Highway 17 from Tolmie Avenue to Saanich Road in Saanich.
- Resurfacing Highway 17 between Beacon Avenue and Mt. Newton Road.
- Adding an advance left-turn signal for traffic eastbound on Mt. Newton turning north onto Highway 17 in Central Saanich.
- Repairing and widening Egmont Road on the Sunshine Coast.

LOWER MAINLAND

Highway 1 Projects

- Repaving Highway 1 from 152nd Street in Langley to 264th Street in Surrey.

Highway 10 Projects

- Paving the truck-staging area at the Pacific Border Crossing on Highway 15.
- Planning the future four-laning of the highway from the existing four-lane section south of 32nd Avenue to the Cloverdale Bypass in Surrey. This project is cost-shared with the federal government.
- Planning for future four-laning from 59th Avenue to 66th Avenue in Surrey and for upgrading the 60th Avenue and 64th Avenue intersections. This project is cost-shared with the federal government.
- Planning for future four-laning from 66th Avenue to Fraser Highway in Surrey. This project, which is cost-shared with the federal government, would provide continuous four-laning from south of 32nd Avenue to 88th Avenue.
- Planning the future widening of the intersection at Fraser Highway to complement the planned four-laning of Highway 15. This project is cost-shared with the federal government.
- Planning the future four-laning of the highway from Fraser Highway to 88th Avenue in Surrey. This project is cost-shared with the federal government.
- Designing a dedicated truck-crossing lane at the Pacific Border crossing in Surrey for trucks with commercial shipments that are pre-approved for border clearance. This project is cost-shared with the federal government.
- Designing and constructing additional southbound commuter lanes at the approaches to Pacific Border Crossing to reduce border wait times for commuters. This project is cost-shared with the federal government.
- Replacing timber piles on the Nicomekl Bridge in Surrey to extend the life of the bridge.
- Designing and constructing improvements to the intersection at 88th Avenue in Surrey. This project is cost-shared with the federal government.
- Planning the four-laning of the highway from Fraser Highway to 88th Avenue in Surrey, including widening the shoulders and median and putting signals at the 80th Avenue intersection. This project is cost-shared with the federal government.

Highway 99 Projects

- Rehabilitating the North Culliton Creek Bridge and reconstructing seven km of the Sea-to-Sky Highway between Culliton Creek and Cheakamus Canyon.
- Completing the upgrade of the Massey Tunnel counterflow system including design work, software development and installation.
- Carrying out a seismic retrofit of the Massey Tunnel.
- Designing an extension of the dedicated commuter lane at the Highway 99 Peace Arch border crossing to improve cross-border traffic flow. This project is cost-shared with the federal government.
- Improving the traffic signal operation on Highway 99 at South Surrey Interchange.
- Installing a queue-detection system on Highway 99/1A (Marine Drive) at the Taylor Way intersection in West Vancouver to improve traffic flow.
- Repairing deteriorating piers on the Old Capilano East Bridge on Highway 99/1A.

Provincial Roads

- Planning and evaluation for the future upgrade of the Queensborough Bridge North Interchange. This project is cost-shared with the federal government.
- Planning for the future construction of a diamond interchange at Highway 91A and Howes Street in New Westminster. This project is cost-shared with the federal government.
- Replacing corroding metal sidewalks on the Highway 17 Ladner underpass to maintain pedestrian and cyclist safety.
- Carrying out a seismic retrofit of the Highway 17 Tsawwassen Overhead in Delta.
- Resurfacing the intersection of Highways 17 and 10.
- Designing the four-laning of 8th Avenue from Highway 99 to Highway 15 in Surrey. The project will include intersection improvements at 176th Street (Highway 15), and interchange improvements at Highway 99. This project is cost-shared with the federal government.
- Installing an automated traveller information system to inform motorists of congestion delays at the Peace Arch and Pacific border crossings. This project is cost-shared with the federal government.
- Improving the traffic signal operation on Highway 7 at the Haney Bypass in Maple Ridge to improve safety and increase traffic efficiency.
- Improve the co-ordination of traffic signals on Highway 7 through Maple Ridge.
- Improving the traffic signal operation on Bridgeport Road at No. 3 Road in Richmond to increase traffic efficiency.
- Improving the lighting on the eastbound ramp of Highway 91 to Highway 91A in Richmond.
- Replacing the Bailey bridge over the Birkenhead River on Pemberton Portage Road, 6.6 km north of Mt. Currie.
- Repairing and widening Pemberton Portage Road.
- Repairing and widening Ring Creek/Garibaldi Park Road.

FRASER VALLEY REGION

Highway 1 Projects

- Resurfacing the highway between Vedder Canal and Chilliwack River Road.

- Designing and engineering for the future straightening of curves near the eastbound off-ramp of the Whatcom Interchange.

Highway 11 Projects

- Building a commercial vehicle staging area to relieve congestion at the Huntingdon Border Crossing. This project is being cost-shared with the federal government.
- Depositing up to 90,000 cubic metres of gravel along the highway from Clayburn Road to Harris Road in Abbotsford to prepare for next year's widening, grading and paving of the 3.2-km section of road.
- Repaving the slow lanes from Old Clayburn Road to the Abbotsford-Mission Highway and from the U.S. border to 8th Avenue.
- Planning and evaluation for future improvements to the intersection at Vye Road in Abbotsford. This project, which is cost-shared with the federal government, will improve safety and reduce delays to traffic by trains.
- Planning and evaluation for future improvements to the Trans-Canada Highway interchange in Abbotsford. This project is being cost-shared with the federal government.

Provincial Roads

- Designing and engineering for the future four-laning of Highway 7 from 285th Street to Hayward/Donatelli in Mission.
- Planning and engineering for the future widening of the intersection of Highway 7 and Highway 11 in Mission.
- Sealcoating various sections of Chilliwack Lake Road.
- Sealcoating various Chilliwack-area side roads.
- Rehabilitating the structural components of the Kontney Road Bridge to extend the life of the bridge.
- Improving the grade and repaving Morris Valley Road in Harrison Mills.
- Stabilizing the rock slopes on Highway 7 at Odlum, 5 km west of Hope.

KAMLOOPS REGION

Highway 1 Projects

- Designing and building a new 1.3-km-long concrete retaining wall to replace the Thompson River Bin Wall at Shaw Springs, 23 km north of Lytton.
- Rehabilitating the Nine Mile Bridge, 10 km north of Boston Bar.
- Repaving between Anderson Bridge and Jackass Mountain, Boston Bar.
- Four-laning 4.2 km between Sorrento and Salmon Arm. This project is being cost-shared with the federal government.
- Replacing Woods Overhead over CPR mainline on Highway 1 and realigning two km of the highway, 18 km west of Revelstoke. This project is cost-shared with the federal government.
- Resurfacing intermittent sections between the Crazy Creek Bridge and Columbia River Bridge, east of Revelstoke.
- Resurfacing sections of the highway from Revelstoke to Perry River.

Provincial Roads

- Resurfacing Highway 3 from Skagit River Bridge to Allison Pass, east of Hope.
- Stabilizing the rock slopes on Highway 3 at Skagit Bluffs, 31 km east of Hope.
- Designing and engineering for construction in 2005 to four-lane 8.2 km of the Okanagan Connector between Garcia Lake and Courtney Lake.
- Realigning a 1.6-km section of Highway 5 at Preacher Hill, 74 km north of Kamloops. This project is cost-shared with the federal government.
- Realigning a curve at Fishtrap Canyon, about 14 km south of Barriere.
- Gravelling 25 km of Tranquille Criss Creek Road.
- Sealcoating a total of 8.5 km of Agate Bay Road and Sinmax Road in the Barriere area so that the entire road between Highway 5N and Adams Lake will be hard-surfaced.
- Reconstructing and widening sections of Trinity Valley Road near Enderby to safely accommodate increasing traffic volumes.
- Resurfacing 23 km of Sun Peaks Road and reconstructing 1.2 km of road from Burfield Drive to Fairways Drive.
- Constructing shoulders on the Merritt-Princeton Highway 5A.
- Resurfacing a 13.5-km section of Highway 3 from the Whipsaw Bridge to Princeton.
- Designing, surveying and starting reconstruction of three km of the Chase-Falkland road.
- Rehabilitating the decks of the Brodie East and West bridges, the Kingsvale West Bridge and the Kingsvale West Overpass on the Coquihalla Highway south of Merritt.
- Sealcoating 18 km of Tunkwa Lake Road to improve access for industrial traffic.
- Designing and engineering for future realignment and widening from Doyle Road to Lac La Hache Provincial Park.
- Widening a section of Highway 20 on the Bella Coola Hill.
- Regravelling eight km and repaving seven km of Canim Hendrix Road.
- Building a new Waterfall Bridge to replace the existing timber bridge.
- Regravelling about 8 km of Bridge Lake area roads.
- Spot gravelling Pettyjohn Road.
- Paving a 2.5-km gravel section of Chimney Lake South Road.
- Realigning and reconstructing 3.5 km of Highway 20 between Green River and the Bella Coola Hill.
- Regravelling roads in the Sheridan Lake area.
- Regravelling Christiansen/Dean Road.

OKANAGAN REGION

Highway 97 Projects

- Constructing an interchange to replace the congested intersection at the Highway 97/97A junction just north of Vernon, widening 4.6 km of Highway 97A from two lanes to four lanes and constructing 5.1 km of service roads.
- Resurfacing five km from Stickle Road to the Swan Lake Junction at Highway 97A.
- Resurfacing 27 km from Pinaus Lake Road to Hanna Road, Westwold.
- Installing median barrier from Bernie Road to Kalamalka Lakeview Drive, Vernon.
- Designing and engineering for the future construction of northbound and southbound left-turn slots at the intersection with 35th Avenue in Vernon.
- Designing and engineering for the future construction of southbound left-turn slots at 21st Avenue in Vernon.
- Designing and engineering for the future construction of a southbound passing lane south of Falkland.
- Replacing the McAlpine Bridge, 11 km north of Oliver, with a wider bridge.
- Constructing a new Schwebs Bridge to replace the existing timber bridge.
- Designing and engineering for the start of construction in 2004 to four-lane a five-km section midway between Peachland and Summerland.
- Designing and engineering for future construction of a southbound passing lane and the extension of a northbound passing lane about 20 km north of Clinton.
- Designing and engineering for future construction of a passing lane between Oliver and Osoyoos.
- Designing and engineering for future construction of a passing lane between Okanagan Falls and Vaseaux Lake.
- Designing and engineering for future construction of dual left-turn lanes on the Channel Parkway section of the highway at the Eckhardt and Railway intersection in Penticton.

Provincial Roads

- Widening the shoulders of Apex Mountain Road.
- Resurfacing various Kelowna and Westbank side roads.
- Constructing and paving shoulders on Silver Star Road.
- Resurfacing four km of side roads in the Penticton area this year and another 3.5 km next year.
- Widening and realigning Robinson Avenue from the intersection with Naramata Road West to increase sight distance and make it safer for pedestrians.
- Reconstructing 1.5 km of Beaverdell (Carmi) Road to provide better access.

KOOTENAYS REGION

Highway 1 Projects

- Continuing construction to replace the Five Mile Bridge, east of Golden, with a new four-lane bridge. This project is being cost-shared with the federal government.
- Complete four-lane construction of the Highway 1 and Victoria Road intersection in Revelstoke and realignment of the Highway 23N intersection. This project is cost-shared with the federal government.
- Designing for the future replacement of the Park Bridge, east of Golden, with a new four-lane bridge. This project is being cost-shared with the federal government.

Highway 3 Projects

- Realigning one km of the highway at Steamboat Hill, 26 km east of Cranbrook, to eliminate a sharp curve and construct a new eastbound passing lane.
- Continuing construction of the highway realignment through Moyie Bluffs, *including widening the shoulders, building truck-climbing lanes and widening the* Peavine Bridge, 25 km south of Cranbrook.
- Designing, engineering and reconstructing the Erickson Road intersection, just east of Creston.
- Designing and engineering for the future Cook Street upgrade through downtown Creston.
- Building a new bridge to replace the 54-year-old Michel Oldtown Bridge, six km east of Sparwood, and realigning 1.5 km of the highway.
- Completing construction of a new Hosmer Bridge, 10 km east of Fernie, to replace the narrowest remaining bridge on the highway.
- Carrying out preliminary design of a bridge to replace the Loop Bridge in Sparwood, including design of the roadway approaches and railway crossing.
- Resurfacing the deck of the Beaver Creek Bridge, 28 km southeast of Castlegar.
- Resurfacing the deck of Meadows Siding Overpass on Highway 3, between Salmo and Castlegar.
- Carrying out rock slope stabilization at Irisman Bluff, 15 km east of Yahk, at Loop Road, 44 km east of Yahk and west of the Elko Tunnel, 17 km west of Fernie.
- Resurfacing sections of the highway from the junction of Highway 41 to Phoenix Road in Grand Forks.

Highway 6 Projects

- Designing, engineering and beginning construction to realign Hicks Corner in New Denver.
- Completing design of a bridge that could replace the Needles ferry.
- Resurfacing a 21-km section from Appledale to Silverton.
- Resurfacing a four-km section from Cape Horn to Enterprise Creek.
- Resurfacing an eight-km section from Red Mountain Road to Silverton.

Provincial Roads

- Removing local traffic from Highway 93/95 by constructing a Windermere connector road and intersection improvements to provide an alternative route for local traffic onto Athalmer Road.
- Reconstructing the intersection of Highway 22 and 24th Street in Castlegar.
- Designing and constructing a southbound passing lane on Highway 22 at Birchbank between Castlegar and Trail.
- Designing and engineering for the future realignment of the two 90-degree corners on Highway 3B in Fruitvale.
- Designing and engineering for future highway improvements on Highway 3A at Glade Ferry Road, which will involve upgrading the intersection to improve safety and extending the westbound climbing lane.
- Strengthening and resurfacing the deck as well as replacing the railings on Carmi Bridge on Highway 33.
- Intermittent sealcoating of 4.5 km of Lazy Lake Road, Wasa, to improve recreation and tourism access.
- Removing the abandoned Bull River Wagon Bridge near Fort Steele.
- Resurfacing about 42 km of roadway and shoulders on Highway 93/95 from Canal Flats to Windermere.
- Resurfacing Wills Road, Fairmont Resort Road and Hot Springs Road in the Fairmont Hot Springs area to improve access to tourism and recreation opportunities.
- Reconstructing and resurfacing a portion of Sheep Creek Road, Skookumchuk, to reduce maintenance costs and improve access to the provincial park.
- Reconstructing and resurfacing four km of Wardner-Fort Steele Road.
- Resurfacing the deck of the Halfway River Bridge on Highway 23, about 25 km north of Nakusp.
- Replacing the Whitewater Bridge, south of Nelson, with a new concrete bridge.
- Regravelling 4.5 km of Highway 31 near Howser to improve industrial access.
- Carrying out rock slope stabilization on Highway 31 at Coffee Creek, 10 km north of Balfour.
- Reconstructing, widening, and resurfacing Nakusp Hot Springs Road to provide better access for tourists travelling to the hot springs.
- Resurfacing sections of Perry's Back Road, Slocan River Road and Lower Passmore Road in the Winlaw area.
- Upgrading and resurfacing Winlaw; 26th Avenue North; 25th Avenue South; 27th Avenue North; Crawford Hill; Beam; 16th Avenue South; Connel; 11th Avenue South in the Creston area.
- First-time hard-surfacing of 2.7 km of gravel roads in the Creston area, including: Lakeview-Arrowcreek, 20th Street and Mill Street.
- Resurfacing two km of side roads in the Fruitvale area.
- Making improvements to Kokanee Glacier Road near Nelson by constructing pullouts, regravelling sections and paving two steep sections.
- Resurfacing a 12-km section of Highway 31 from Queen's Bay to Ainsworth.
- Resurfacing Passmore, Passmore Lower Road and Passmore Old Road in the Slocan Valley.
- Resurfacing sections of Highway 23 North from 50 Mile Camp to Mica Creek.
- Sealcoating 18 km of Highway 23N from Keystone Creek to Wallace Road north of Revelstoke.

PRINCE GEORGE CENTRAL REGION

Highway 16 Projects

- Resurfacing 28 km of highway beginning about 20 km west of Vanderhoof to the Blackwater Road junction, six km east of Vanderhoof.
- Resurfacing a 41-km long section between the Tintagel rest area and the Endako Overhead, 17 km west of Fraser Lake.
- Designing and constructing a westbound climbing lane and an eastbound passing lane on Highway 16 about 10 km west of Vanderhoof.
- Making improvements, including constructing a left-turn slot and deceleration lanes where needed, at the intersections with Lund, Jardine and Meier roads in the Cluculz Lake area, 30 km east of Vanderhoof.
- Designing and engineering for a future realignment of one km of the highway through the Catfish Creek S curves, 145 km east of Prince George.
- Resurfacing 34 km of the highway from 10 km east of Ptarmigan Creek to West Twin Bridge, about 57 km west of McBride.
- Resurfacing the deck of the Robson River Bridge on Yellowhead Highway 16, 15 km east of the Tete Jaune junction.
- Resurfacing the deck of the Moose Lake Overhead on Yellowhead Highway 16, 44 km east of the Tete Jaune junction.

Highway 97 Projects

- Building a new Cottonwood Bridge, 15 km north of Quesnel, and upgrading 1.4 km of the highway serving the bridge. This project is cost-shared with the federal government.
- Designing and engineering for the future construction of a passing lane just north of 150 Mile House.
- Designing and engineering for the future construction of a climbing lane extension, about seven km south of 150 Mile House.
- Designing and engineering for the future construction of a southbound left-turn slot at Naver Creek Road, Quesnel.

Provincial Roads

- Resurfacing a seven-km section of Highway 27 from the Highway 16 junction to Braeside Road.
- Upgrading and repaving a two-kilometre section of Soda Creek Road starting at the north end of the Williams Lake municipal boundary.
- Sealcoating 10 km and gravel resurfacing 16 km of West Fraser Road to provide a better road for west side residents.
- Reconstructing and paving Nazko Road at Dunn's Corner.
- Paving a six-km gravel section of Garner Road, south of Quesnel.
- Regravelling 12 to 15 km of Beaver Valley Road.
- Realigning and widening Blackwater Road.
- Modifying the intersection of Highway 20 and MacKenzie Avenue, Williams Lake.
- Reconstructing Buckhorn Lake Road, 30 km south of Prince George.
- Hardsurfacing rural gravel roads in the Prince George area. Portions of network roads in the following areas will be included: 15 Mile area, about 20 km south of Prince George; Buckhorn area, about 30 km south of Prince George; Shelly South area, about 15 km east of Prince George; and the Tabor Lake South and Pineview areas, southeast of Prince George.
- Reconstructing and resurfacing roads in the North Kelly area, 10 km north of Prince George, to improve access for residents.
- Reconstructing Thorley Road where a minor slide caused damage.
- Completing the sealcoating of Blackwater Road northwest of Quesnel.
- Reconstructing a 10-km section of Blackwater Road, southwest of Prince George, to accommodate increased resource traffic.
- Reconstructing East Perry Road in the Ferndale area, 15 km southeast of Prince George, to provide better access.
- Paving Geddes Road, 15 km east of Prince George, to provide better access.
- Reconstructing and gravelling various sections of Saxton Lake Road, 40 km northwest of Prince George.
- Realigning and reconstructing Francois Lake Road, 30 km southwest of Fraser Lake.
- Hard-surfacing Ness Lake North Road, 20 km north of Prince George.
- Reconstructing and gravelling various sections of Vivian Lake Road, 40 km northwest of Prince George.
- Reconstructing Kenny Dam Road, 10 km south of Vanderhoof.
- Resurfacing the first 4.7 km of Sowchea Road, Fort St. James, to provide better access for residents and industrial traffic, as well as improving the intersection with Highway 27 to increase safety and move logging trucks more efficiently.

PEACE RIVER REGION

Highway 97 Projects

- Realigning the highway through South Peace Hill, south of Taylor, to lessen the risk of landslides closing the highway. This project is cost-shared with the federal government.
- Resurfacing 53 km from East Pine to Arras, 43 km southeast of Dawson Creek.
- Realigning the curve at Cairns Creek Bridge, 60 km west of Chetwynd.
- Carrying out detailed design for the future four-lane expansion of sections of Highway 97 in Fort St. John.
- Designing and engineering for future reconstruction of the highway between Bennett Creek and Link Creek, Chetwynd.
- Designing and engineering for future reconstruction of the intersection at Bessborough Road, Dawson Creek.

Oil and Gas Road Projects

- Reconstructing the Liard Highway from Km 93 to the Northwest Territories border and carrying out survey and design work from Km 43 to Km 93 to prepare for road base reconstruction and hard surfacing next year.
- Reconstructing the Beatton River Airport Road from Km 53 to Km 74 and carrying out survey and design work from Km 34 to Km 53 to prepare for widening next year.
- Surveying and design for future reconstruction and paving of Montney Highway Road.
- Widening and paving 30.7 km of Cecil Lake/Goodlow Road from the New Beatton Crossing to the Clearview School to provide a stronger, more reliable road that will serve the oil and gas industry year-round.

Provincial Roads

- Resurfacing 40 km of Highway 2 from the Alberta border to the traffic circle in Dawson Creek.
- Resurfacing seven km of Highway 49 from Briar Ridge Road to the Alberta border.
- Reconstructing, widening and hard surfacing Upper Halfway Road, 30 km north of Fort St. John, to improve safety and provide better access.
- Improving the intersection on the dangerous goods route at Road 208 in Dawson Creek to improve safety and increase efficiency.
- Reconstructing and widening Boundary Road, 32 km southeast of Dawson Creek, to provide an improved road for industrial traffic.
- Reconstructing and widening various roads in the Dawson Creek area. Roads include Pederson, Pouce Coupe Back Road, Berry Road, Old Edmonton Highway, Imperial Access/McQueens Road and North Rolla Road.
- Improving various bridges or culverts throughout the Peace region.
- Making gravel and drainage improvements to roads throughout the Peace region.

For more information on B.C.'s transportation strategy, visit the government's Web site:

www.gov.bc.ca

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION

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